



# Receive CAP Scholarships, Grants

## Best Grant \$1,500; Total Over \$41,000

MAXWELL AFB, Ala. — Academic scholarships and grants worth more than \$41,000 were awarded recently to 70 Civil Air Patrol members. The awards are for study in aerospace related fields at schools chosen by the recipients.

The awards ranged from \$1,500 for graduate grants to lesser ones of \$500, \$750, and \$1,000. The winners of the graduate grants were Senior Member Christine O. McKannon of the California Wing Headquarters and Senior Member Linda J. Wilson of the Colorado Wing Headquarters.

The scholarship-grant awards are part of a continuing program sponsored by Civil Air Patrol and are given annually in the fields of engineering, education, science, and the humanities, as well as for technical and vocational training.

Competition for the scholarships is keen and awards are based on academic potential

and achievements, progress in the CAP programs, participation in extracurricular and community activities, and on recommendations of educators, ministers, squadron commanders, and others. The mean grade-point average of those selected was 3.7 on the 4.0 scale.

The applications were evaluated individually by a committee at National Headquarters and those applicants receiving the highest scores were selected.

The list of winners includes two cadets who won \$1,000 flight scholarships supplied by the Order of Daedalians. A complete list of winners for 1978 appears on Page 14.



**NEW TROPHY** — Gen. David C. Jones, center, Air Force chief of staff at the time, poses during recent Pentagon ceremony with new trophy named for him. The "USAF Chief of Staff Trophy" will be presented to the cadet team scoring highest in CAP's annual Cadet Competition each December. With Gen. Jones is Air Force Brig. Gen. Paul E. Gardner, left, commander of HQ. CAP-USAF and also CAP executive director; and Brig. Gen. Thomas C. Casaday, right, CAP national commander. (Another photo, Page 2.) (USAF Photo)

## USAF Remembers 30th 'Anniversary'

MAXWELL AFB, Ala.—Some of the Air Force's highest level military officials joined in late May in paying tribute to Civil Air Patrol on its 30th anniversary as the official auxiliary of the Air Force.

Thirty years ago—on May 26th, 1948, Public Law 557 was signed making it official—CAP was now an auxiliary of the Air Force.

In a message to Brig. Gen. Thomas C. Casaday, Gen. David C. Jones, Air Force chief of staff, had this to say about the anniversary and about Civil Air Patrol:

"Many thanks for a great 30-year achievement. We're proud of our ties to the CAP, and it's a pleasure to offer compliments for the bright record you've put on the books and the bright light you're putting on the future. Please pass along my congratulations to the men and women, young and old, who bring so much talent and enthusiasm to

aviation, the Air Force and the country."

Gen. Jones became the new chairman of the Joint Chiefs of Staff on June 21, succeeding Gen. George S. Brown. This is the nation's highest ranking military position.

Gen. John W. Roberts, commander of the Air Training Command also passed along a word of thanks to Gen. Casaday and Air Force Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ. CAP-USAF.

Air University, which supervises HQ. CAP-USAF, recently became a part of ATC. Gen. Roberts had this to say:

"I join Gen. Jones in expressing appreciation and congratulations to the Civil Air Patrol for 30 years of important contributions to air power in America. I am proud to be associated with an organization which has such an outstanding record of service to our country. Please pass my congratulations to all the men and women who make the Civil Air Patrol such an important part of today's Air Force."

As a part of Air University, HQ. CAP-USAF is also a part of the Air Training Command.

The commander of Air University, Lt. Gen. Raymond R. Furlong, also expressed his appreciation for CAP. He said: "The contributions of the Civil Air Patrol to the Air Force have

(See USAF, Page 2)

## Formal Banquet to Close 1978 National Board Meet

PHOENIX, Ariz.—A gala formal banquet at the Hyatt Regency Hotel here will close out the annual meeting of Civil Air Patrol's National Board in September.

Speaker at the banquet will be

George B. Walter, a college professor who spends his summers as a ranger in the back country at Glacier National Park in Montana.

Master of ceremonies at the banquet will be Dr. John Furbay, producer and narrator of a daily travel program on radio. Dr. Furbay lives in New York and Phoenix and his broadcasts are sponsored in different areas by travel agents, recreation vehicle dealers, banks and other travel-related businesses.

Professor Walter was a football star in high school and college and served for a time as a coach. He has been involved in the field of education for many years and at present is director of Teacher Education at Lawrence University in Appleton, Wisc.

He has been described as a "dynamic" speaker and has been called "teacher, counsellor, orator, administrator, coach, humanist," but his main interest is young people. He spends much of his spare time filling speaking engagements.

The banquet is scheduled Saturday night, Sept. 9. A

number of civilian and military dignitaries are expected to attend.

A coupon by which those planning to attend the National Board meeting can pre-register for all the activities connected with the annual affair, including the banquet, appears elsewhere in this issue of the paper. The pre-registration fee is \$19 which includes the banquet. Do not con-

(See GALA, Page 2)



GEORGE B. WALTER

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For the benefit of all members of Civil Air Patrol, the statistics for 1978 for search and rescue activities throughout the organization are shown below.

These are unofficial figures compiled by the Directorate of Operations at CAP National Headquarters.

As of June 11, 1978

Number of Missions .....	337
Number of Sorties .....	5,966
Flying Hours .....	13,367.3
Saves .....	35
Finds .....	190

# Save Totals In '78 Pass Rate for '77

MAXWELL AFB, Ala.—Civil Air Patrol (CAP) volunteers in nine states across the nation have added 13 saves to CAP's growing list of lives saved during 1978. The latest saves brings the nationwide organization's total to 35, six more than was recorded during the same period last year.

An emergency locator transmitter (ELT), which is normally used to help lead searchers to downed aircraft, was instrumental May 11 in helping save the life of a horseback rider in California.

The injured rider had been riding in the San Jacinto Mountains when her horse lost its footing. She was carrying the ELT in case of emergency.

A California Wing aircraft was tracking the ELT when the observer spotted an orange tent, and two persons signaling with red flags and mirrors. Two hikers had found the injured girl suffering from a compression fracture of the spine and multiple cuts and bruises.

The CAP aircrew called in a civilian helicopter which picked up the injured girl and delivered her to a Palm Springs hospital.

California CAP personnel also recorded a save May 1 when they located an overdue light aircraft in the vicinity of Kearsarge Pass. The aircraft was en route from San Jose, Calif., to Death Valley with two persons on board when it crashed. A civilian helicopter was called in to pick up the survivor. One person died in the crash.

Two Elko, Nev., prospectors are alive today, thanks to the quick response of Nevada members. Less than two hours after being notified the two prospectors were missing, CAP volunteers located them wandering in the Jarbridge wilderness area in an exhausted condition. They were picked up by a CAP ground team and delivered back

to their vehicle.

Members of the Idaho Wing were participating in a parade in Osburn when they received word from the local sheriff that a man was pinned under his crashed vehicle in a remote wilderness area. The CAP members used four-wheel drive vehicles and a winch to rescue the victim.

North Carolina members were called on May 15 to save the lives of two fellow CAP volunteers.

The North Carolina Wing was participating in a search mission when a search aircraft which was providing guidance and communications relay to a ground search team crashed. Ground team members heard the crash and were on the scene within 10 minutes. Members of the ground team included Capt. Kenneth B. Stubbs, 2nd Lt. Harold Blankenship and Mike Owens.

Surface vehicles were used to deliver the survivors to the hospital. The pilot suffered serious head, internal and leg injuries and the observer received multiple contusions and a broken arm.

The Colorado Wing was credited with a save May 26 after a 14-year-old youth swallowed a poison substance and was unable to identify it for hospital doctors.

The mercy mission was initiated when the Las Animas sheriff contacted the CAP and within an hour 1st Lt. Richard M. Nall, a member of the Fisher's Peak Squadron, was en route to Denver. Flying his own aircraft, Lt. Nall carried a blood sample to the Rocky Mountain Poison Control Center. According to hospital officials, the youth is alive because of CAP's involvement.

A save was added June 2 when the Minnesota Wing assisted the Cass County sheriff in a search for an overdue fishing boat on Leech Lake, Minn. One-hour after joining the search, Louis Calich spotted it crashed on the north side of Pelican Island. A police boat was used to rescue the survivor and deliver him to the local hospital. Three persons were killed in the crash.

A female patient became the 34th person whose life was saved by CAP this year. The Clear, Alaska, CAP unit was credited with the save June 3 when the patient, reported to be suffering a drug and alcohol overdose, was transported from Clear to Fairbanks where a civilian ambulance delivered her to a hospital.

The Ohio Wing recorded the latest save on June 4 when a serum was airlifted from Cincinnati, Ohio, to Madison, Wisc., for a hospital patient. The patient's serious condition resulted from an accidental infection of eastern equine encephalitis.

Norbert K. Rohrbaugh of Squadron 901 delivered the lifesaving serum after being notified of the emergency by the Air Force Rescue Coordination Center (AFRCC).



**PORTRAIT** — Gen. David C. Jones, right, Air Force chief of staff, holds scratchboard portrait of himself following recent ceremony at the Pentagon in which the general was made an Honorary Member of CAP "in appreciation for his direct personal support of CAP" while serving as chief of staff. Making the presentation is Brig. Gen. Thomas C. Casaday, CAP national commander. At the same ceremony, the "USAF Chief of Staff Trophy" was unveiled. (See Photo, Page 1.) Gen. Jones has succeeded Gen. George S. Brown as chairman of the Joint Chiefs of Staff, the nation's highest ranking military position. The portrait is the work of James O. Johnson, an artist at CAP national headquarters. (USAF Photo)

## Possible Tragedy Averted

# Trio Aids at Wreck Scene

PONTIAC, Mich.—Prompt and efficient action by CAP personnel from the Michigan Wing's Oakland County Group XII recently prevented what might have been a tragedy for several motorists on Canada's Highway 401 near Kitchener, Ontario.

While driving to the annual inspection of Canadian Air Cadet Sq. 818 in Toronto, Maj. Edward Keehn, Group XII commander, and Cadets Dennis D. Kaip and Stephen M. Belkoff were following a large gravel truck which collided with a passenger car containing three persons.

The truck and car went out of control and blocked all lanes of the highway. Cadet Kaip, who was driving his own automobile, managed to avoid the careening vehicles by inches and brought his car to a safe halt on the other side of the wreckage.

The CAP members, who were in uniform, gave immediate assistance. Maj. Keehn and Cadet Belkoff were able to stop oncoming traffic which could not see the accident due to dense clouds of dust caused by high winds and the accident itself. Cadet Kaip gave first aid for cuts and abrasions.

The CAP members managed to reach the Ontario Provincial

Police by radio, directed traffic until the arrival of authorities and continued on to Toronto to

the inspection to which they had been invited by Royal Canadian Air Cadet Sq. 818.

# Gala Banquet to End National Board Meet

(Continued From Page 1)

fuse this pre-registration for National Board meeting activities with a hotel reservation. The pre-registration form should be mailed to HQ, CAP-USAF/AC, Maxwell AFB, Ala. 36112, no later than Aug. 25, 1978.

Principal activities of the annual gathering will take place at the hotel on Friday and Saturday, Sept. 8 and 9, although some activities may begin Thursday, Oct. 7, and run over into Sunday, Sept. 10.

A number of national committees will meet during the two days and seminars on a variety of subjects will also be held. These seminars are open to all CAP members. In addition to the banquet and meetings of the National Board itself, activities include:

National Aerospace Education Advisory Committee meeting; Information Officers Seminar; Administrative Seminar; Logistics Seminar; Inspector General Seminar; Personnel Seminar; Senior Training Seminar;

Also, Finance Seminar; Chaplain Committee meeting; Operations/Safety Committee meeting; and a Cadet Program

Seminar. In addition, the Bookstore will have on display samples of items it sells and there will be a display from the CAP Supply Depot in Amarillo, Tex.

Phoenix, the capital of Arizona and its largest city, is located in the "Valley of the Sun" where visitors can find a variety of sights and activities with the flavor of the Old Southwest and Arizona's Spanish and Indian heritage.

The Hyatt Regency Hotel, center of activities for the annual gathering of Civil Air Patrol members, is a modern structure with a variety of restaurants and entertainment. It is located in downtown Phoenix.

The hotel is offering special room rates for CAP members attending the National Board meeting. The rate for single occupancy is \$22 per day and for double occupancy the rate is \$28 per day. Special rates are also available on one and two-bedroom suites.

Reservations must be received at least two weeks before the opening of the National Board meeting. It is suggested that one night's rate be paid in advance to insure reservations for late arrival.

## USAF Recalls Historic Date

(Continued From Page 1)

been numerous and significant. Please convey my appreciation, along with that of Gen. Roberts, to all CAP members for their long and dedicated service."

HQ, CAP-USAF, the Air Force liaison organization which helps provide a staff at CAP National Headquarters at Maxwell AFB, Ala., and which supplies liaison personnel in CAP's eight regions and 52 wings, became a part of Air University on July 1, 1976.

Since that time, Air University, under the leadership of Gen. Furlong, has given outstanding support to Civil Air Patrol. Each year, Air University provides facilities and staff members to help support and direct CAP's National Staff College and the Cadet Officers School, in addition to providing facilities for CAP's National Headquarters.

**Pass It Along!  
Pass Your Paper  
Along To A  
Non-member!**

# HQ. CAP-USAF Now Under ATC

MAXWELL AFB, Ala. — Headquarters CAP-USAF, along with its parent organization, Air University, became a part of Air Training Command (ATC) in a colorful ceremony here May 15.

On that date, Gen. John W. Roberts, ATC commander, assumed command responsibility for Air University which then ceased to be a separate Air Force command.

HQ. CAP-USAF, a unit of Air University, is the Air Force liaison organization which supplies a staff at CAP National Headquarters here and liaison personnel in CAP's eight regions and 52 wings.

ATC is now the Air Force's largest command with headquarters at Randolph AFB near San Antonio, Tex. It is primarily responsible for recruiting new Air Force personnel and

providing them with military, technical and flying training. With the takeover of Air University, it is now responsible for all professional military education in the Air Force.

No change is anticipated in the mission or operation of Air University which will remain here at Maxwell AFB, Ala., and it is expected that HQ. CAP-USAF will retain its present status as a sub-unit of Air University.

Lt. Gen. Raymond B. Furlong will remain as Air University commander. Brig. Gen. Paul E. Gardner retains command of HQ. CAP-USAF and, of course, will continue in his role of executive director of Civil Air Patrol.

There will be no change in the status of Civil Air Patrol as the official auxiliary of the U.S. Air Force.



**WELCOME FOR COMMANDER** — Brig. Gen. Thomas C. Casaday, left, CAP national commander, and Air Force Brig. Gen. Paul E. Gardner, center, commander of HQ. CAP-USAF and CAP executive director, chat with Air Force Gen. John W. Roberts, commander of Air Training Command, following change of command ceremonies recently at Maxwell AFB.

## CAP Member: 'Half A World Away'

WOOMERA, Australia — Living here, half a world away from the United States, doesn't mean that a Civil Air Patrol member's activities have come to an end. Capt. Betty L. Cash, formerly Wyoming Wing Information Officer, is proof that it does not.

She recently delivered a 30-minute speech to the Lions Club of Woomera. The talk, she says, included a short explanation of the nature of Civil Air Patrol, its work and training requirements, plus a film on CPR followed by a practical demonstration.

During a question and answer session at the end of the talk, many questions about CPR and CAP were fielded.

Woomera, is a small village of about 2,500, located in the Outback in southern Australia. Half the population, Capt. Cash says, are U.S. citizens in temporary residence. She has been here for about 2½ years with her Air Force husband and expects to return to the States in October to resume her active CAP duties.

Capt. Cash holds a multitude of emergency service qualifications, including mission information officer, radiological monitor, emergency medical technician, Red Cross first aid instructor, Civil Defense medical

self-help instructor, and administrative officer.

"Since being in Australia," she says, "I have had many opportunities to use my training for the benefit of my temporary hometown. This chance to present CAP to both Australians and Americans was one I just could not pass up. I hope those Americans I have been selling CAP to will join when they get home."

Capt. Cash is enthusiastic in her opinion of the benefits of CAP membership. "All CAP members know the benefits of membership for our cadets — education, scholarships, travel, ex-

perience," she says, "but how many of us realize what the adult member reaps?"

She joined the Wyoming Wing staff in 1973. Because the position of Wing IO was vacant, she got the job, having had some experience in publicity work. With only the IO manual to guide her, she soon realized that she needed more training and took the ECI Information Officer course.

"Missions came up," she says, "and I saw all the jobs required for a search and civil defense exercise. But if I wanted to do that work, I had to have the required qualifications." So she took the CD courses on radiological

monitoring, decontamination, and shelter management. There were courses for mission coordinator and hours of flying for observer rating. And she was also guided, she says, "through masses of paperwork for administrative officer."

To go out with the ground team, she found she needed more training. Since she did not trust her driving ability, she took the medical training for first aid which included a number of subjects. Then she landed a place at a local hospital for emergency medical technician training — and passed.

The final exam for the EMT rating was taken, she says, on Friday afternoon, the day before she was to leave for Australia.

But she says she was wrong to think that her service to CAP and to her community would have to take a 2½ year vacation. "At this very unique Air Force outpost," she says, "my abilities as an information officer and first aid instructor have been called on by the Air Force." The civilian education center needed a first aid instructor. So, CAP-inspired training to the rescue, she took the job. After seeing the news releases she wrote for the Air Force, the local Woomera

newspaper asked her to contribute articles on a regular basis.

"But all the writing is not just for local consumption, or on CAP or Air Force subjects," she says. Thanks to many hours of writing releases on missions and CAP activities, writing the wing newsletter, writing the weekly wing radio show and writing reports and regs, her writing ability improved so that she now sells short stories and items to U.S. magazines.

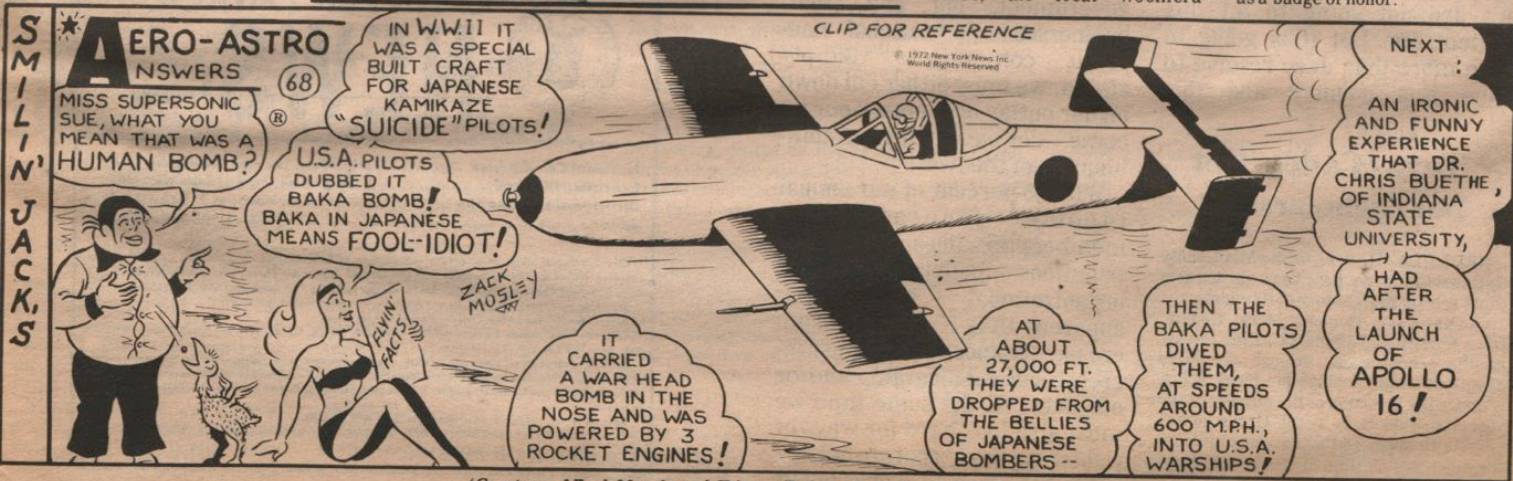
"Being overseas does not mean I can not contribute directly to CAP," Capt. Cash says. "I can not wear my uniform, but I have been selling CAP to all the Americans who will stand still and listen." Several, she adds, have made a firm commitment to join when they return to the States.

"Thank you, Civil Air Patrol," she says. "I now have a paying profession — emergency medical technician, a paying hobby — writing, self-confidence, and the satisfaction of being able to serve my community — all because of CAP."

"As Gen. Casaday so recently pointed out, CAP membership is an utmost privilege, to be worn as a badge of honor."



**ACADEMY APPOINTMENT** — Cadet Russell Eric Brown, left, of the Charleston Cadet Sq. (West Virginia Wing) has accepted an appointment to the U.S. Air Force Academy from Rep. John Slack. Prior to the appointment, he had won a four-year ROTC scholarship to Ohio State University. A CAP member since 1973, he holds a private pilot license.



(Courtesy of Zack Mosely and Chicago Tribune-N.Y. News Syndicate)

National Commander's Comments

# Keeping Volunteering Affordable

By THOMAS C. CASADAY  
Brigadier General, CAP  
National Commander

As your commander, there are many things that concern me. Some are of greater significance than others. Without putting them in any order of priority, such things as the CAP Supply Bill, FECA benefits, the corporate budget and a declining membership all demand constant and continuing attention and effort.

However, there is one major concern that has dominated my thinking in the last few months—and it does tie in with all the above issues. There is the serious subject of "Keeping Volunteering Affordable."

At the most recent National Executive Committee meeting held June 3 at Maxwell, I spoke on this issue at some length. It is an issue that is vital and omnipresent because it does have an impact on our recruiting and retention efforts, it does affect what we can do with our programs in the field and it certainly does influence our thinking with regard to the total volunteer efforts of our organization and the commitments we can expect at all levels.

All of you know too well the arch enemy that runs rampant in our country today — Inflation. It is so devastatingly insidious by its nature that it takes on the lethal characteristics of a lingering terminal illness. It eats, it erodes until there is nothing left to feed on and the afflicted dies.

Believe me when I say that we are not going to let this patient die. But it is going to take more than deep resolve to save this country and this



organization from the ills of inflationary erosion.

You may well ask, "How do we accomplish this?" Well, I cannot speak for this country, for the national problem is a most complex one and seems to defy even the most brilliant economists. But I can and will attempt an answer for Civil Air Patrol.

First, in recognizing that the cost of all goods and services in this country continues to escalate at a startling rate, we who are involved and in positions of responsibility in volunteer organizations must work that much harder to hold the line. How? Well, there are several ways we can hope to achieve our goals with essentially the same yearly income.

We can and are effecting more stringent budgetary controls in all functioning areas. We are attempting to do this without cutting into the muscle of mission effectiveness.

At this same time we are increasing our total corporate income by adopting better financial management policies that will increase interest and dividend yields from our corporate assets. We are taking a hard look at carrying more of the risk in the areas of vehicle collision and aircraft hull insurance.

And we will give much thought to expanding the decentralized training concept. This is not only motivated by budgetary considerations but by the decreasing airlift support that can be expected to continue to diminish.

Basically, there are two ways to avoid deficit spending, and the formula is quite simplistic and applies to households, government, big and small businesses and national non-profit corporations. Simply stated, we must either cut down on our outlay or increase our income — or we can have a combination of the two.

With 88 percent of our annual income generated by membership dues and contributions — both individual and organizational — it is readily apparent that if we are to increase our income we must increase our membership and/or our dues. At the same time we must also look hard for ways of tightening the corporate belt.

We are going to increase our

membership and the belt tightening has already started. Come Jan. 1, 1979, we will launch a nationwide, full-blown recruiting campaign while re-emphasizing the need for renewed effort in the area of retention.

The matter of dues is another story. We have not had a dues increase since 1971. Based on this fact and in view of ever-rising costs, the simple, easy solution might appear to be a dues increase. Hopefully, however, a successful and continuing recruitment campaign and stringent budgetary restraints in all functional areas should enable us to hold off on such action for a time.

Eventually, such a course of action may become inevitable. We may be forced to address this crucial issue if for no other reason than the fact that Civil Air Patrol by the nature of its programs and widespread membership is trapped by the national inflationary spiral.

Postage fees have been increased twice since our last dues increase, paper products costs have skyrocketed, maintenance and repair costs have risen sharply, petroleum products costs have soared.

In short, nothing, including labor costs, has remained constant and the cost of doing business has taken a quantum jump. But be assured that we at national level are going to take every possible alternative action before we ask the National Board to consider an increase in senior and cadet dues.

We are acutely aware of the demands being made on the

family budget these days. The approval of Proposition 13 in California and other impending actions around the country clearly indicate that there is a so-called tax revolt taking place. If we are to be sensitive to this mood we must make every effort in this volunteer organization to try and hold the line and keep our volunteer program affordable. We must constantly think in terms of cost effectiveness, measuring every action, every corporate effort or requirement to see if it meets the test of essentiality and true need.


As the money crunch hits the nation, the ripple effect can be felt at DOD and USAF levels which, in turn, causes rather sizeable swells to hit Civil Air Patrol. Base closures, razing of non-cost-effective buildings, airlift limitations, etc., etc., all impact adversely on such CAP programs as encampments, special activities, cadet and senior training, aerospace workshops and seminars. These are cold, hard facts of life and we must come to grips with their reality and permanency. We must find better, cheaper and more innovative ways of doing our job while not jeopardizing mission effectiveness.

It won't be easy to "Keep Volunteering Affordable." It is a big challenge but I am resolved and confident that we can meet it head-on and not only hold our own but grow and be strengthened in the process. With your support and understanding, I know Civil Air Patrol will continue to do the job.

## Texas Cadets Get Solo Scholarships

NEDERLAND, Tex. — The Mid-County Optimist Comp. Sq. here has awarded solo flight scholarships to four of its cadets.

Cadets Gary Holden, Mark Reddin, Gene Burkett and Michael Castillo received the scholarships, through the Mike Townsend Flight Scholarship Fund, which is under the direction of the officers of the squadron. Cadets in Texas Group 10 are eligible to apply and disbursements from the fund are limited to four solo flight scholarships per year.



## CIVIL AIR PATROL NEWS

**National Commander** .....Brig. Gen. Thomas C. Casaday, CAP  
**Executive Director** ..... Brig. Gen. Paul E. Gardner, USAF  
**Director of Information** .....Lt. Col. Herbert A. Babb, USAF  
**Editor** ..... MSgt. Hugh Borg, USAF

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**JULY 1978**

# Model Planes Teach Cadets Flight Basics

Story and Photos By  
2nd Lt. Konstantine Rychalsky

STRATFORD, Conn. — Capt. John O'Hara, New Jersey Wing Headquarters and of the Kearney Space and Science Center, recently presented a seminar in science, aviation and space to members of the Stratford Eagles Comp. Sq. and several guest cadets from other local Connecticut units.

Following the opening lecture in basic science, cadets began constructing cardboard cut-out airplanes with adjustable rudders and flaps. To better comprehend aircraft motion due to rudder position, each model was tested inside a scale, fan-powered wind tunnel, also constructed by the cadets. Further testing was done outdoors in the open with adjustable balsa airplanes.

Following construction of balloon-powered aircraft and films dealing with aviation and the space shuttle, the class went poolside at a local junior high school. With a modified flight suit, the cadets were able to experience weightlessness exactly as the astronauts did during underwater training for Skylab. This is the closest one can come to simulating the weightlessness of space.

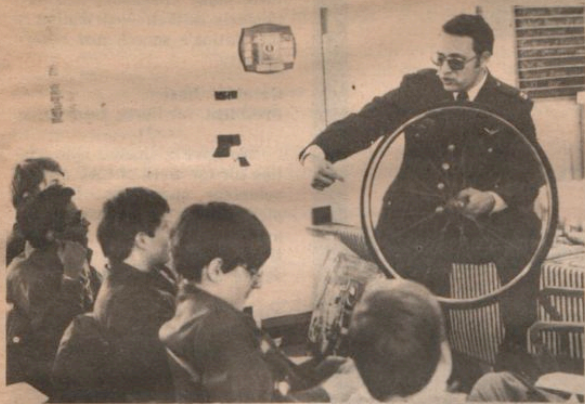
By inflating the suit to perfect buoyancy, the wearer lost all sense of direction while floating with eyes closed. It is also possible to sink to a certain level and remain motionless without further sinking or floating back to the surface.

The latter part of the day was devoted to model rocket construction.

Events of the second day began with a fashion show of space suits, worn by cadets, catered with dehydrated ice cream, used on Apollo flights. The cadets were then carefully instructed in the safety of preparing and launching their model rockets.

Despite the chilly temperature, nothing could keep the cadets from testing their engineering skills in model rocketry construction. All rockets flew except one. Capt. O'Hara's rocket exploded six feet off the launching pad. "My students put it together!" he exclaimed as it landed in flames.

Constructing flight instruments, testing air flow and air foils using a smoke chamber, igniting actual rocket fuel — the experiments along with the other activities were highlights of the presentation.



**DOWN TO BASICS** — Capt. O'Hara explains gyroscopes and how aircraft are affected, using a bicycle wheel as a demonstration model.

## Alaska Members Attend Workshop on Survival

By WO PAT JONES  
Cordova (AK) Sr. Sq.

CORDOVA, Alaska — Eighteen CAP members and interested pilots attended a workshop here recently on "Survival." The workshop was held at the Christian Center gymnasium and was presented by Dick Groff, local U.S. Forest Service ranger.

During the workshop, the group formed six groups to study and present the different areas to consider in survival. One group presented the types of shelters that could be made and utilized. Another presented the types of food and sources of water available for survival. Another

presented ground-to-air communications and signals, precautions in trying to walk out.

Survival clothing, hypothermia and special survival techniques were discussed. The participants were also given a test over questions on how to survive in different situations. This was the opener and provided a few laughs and a lot of discussion.

The main point stressed was that if you should ever find yourself in a situation of survival, don't panic. It is a fact that those who keep a cool head and make use of the things about them have a better chance of survival than those who panic.



**WEIGHTLESSNESS** — Cadet Kevin Vivzary experiences the feeling of weightlessness similar to that felt by astronauts in space as Capt. O'Hara tests his sense of direction by turning his body slowly in the water without his being aware of it.



**SILHOUETTE** — Silhouetted against the sky as he retrieves his rocket from a tree, this cadet learns failure the hard way.

## Eye Specialist Warns

# Fiberglas Resin Hardener Can Cost Vision of User

This startling information appeared in a recent commercial airline safety publication.

At a safety conference held in Vancouver, B.C., an eye specialist described a hazard that could affect each of you and your families. That hazard is the catalyst or hardener that is added to fiberglass resin before the resin is applied. The eye specialist stated that a drop of this catalyst in the eye will progressively destroy the tissue of the eye and result in blindness, unless immediate action is taken (within four seconds) to wash the catalyst from the eye. Furthermore, once the chemical has started to destroy the eye, there is no known way of stopping the destruction or repairing the damage.

The specific toxic agent involved is MEKP (methyl ethyl ketone peroxide). In tests using laboratory animals, MEKP in

solutions of varying concentrations was found to cause eye problems ranging from irritation to severe damage. The maximum concentration producing no appreciable irritation was a solution containing only 0.6 percent MEKP. Material published on the subject indicates that washing an affected eye within four seconds after contamination prevented injuries in all cases, but no known chemical neutralizer has been reported. Suggested protection for catalyst users is protective glasses and the immediate availability of bland fluid (such as water) for thorough washing of ocular tissues.

Reports on one experience described disastrous results.

The victim had both eyes contaminated while fibreglassing a chair at home. Though he did make an effort to wash his eyes out, several minutes apparently

elapsed before he found water. One eye was lost immediately; the other was lost gradually over a period of about eight years. Its deterioration was described as resembling that of World War I mustard gas burns.

The hazard associated with fiberglass resin was previously unknown to those attending the conference, although many had used fiberglass resin at home or at work. The hazard may be unknown to you, also, and to your wives and children who may use a similar kind of resin and catalyst while working with fiberglass or hardeners in liquid casting plastic.

Before using any of these catalysts, check their chemical composition and take appropriate measures. The cost of a pair of safety goggles is a very small price to pay for the protection of eyesight.

—USAF Safety Officers Study Guide.

# Dignitaries High in Praise of CAP

"I am impressed with the magnitude and variety of Civil Air Patrol achievements. It's a fine report."

Gen. David C. Jones  
Chief of Staff, USAF

"Unquestionably, the CAP has compiled an enviable record of accomplishments during . . . 1977 . . . The Aerospace Defense Command has been proud to support the CAP missions over the past years and will continue to provide every possible support . . . in the future."

Gen. James E. Hill  
Aerospace Defense Command

"I have long held a close appreciation for the activities of CAP in meeting their mission for emergency services and for training future Air Force personnel and aviators. . . . I wish you continued success in the important mission that the CAP is doing for the Air Force and for civil aviation."

Gen. Bryce Poe, II  
Air Force Logistics Command

"The Air Force can be proud of the dedication and effectiveness of (Civil Air Patrol), most especially their humanitarian efforts during search and rescue missions. That this demanding responsibility has been carried out at reduced cost without compromise in capability is commendable."

Lt. Gen. W.L. Creech  
Asst. Vice Chief of Staff  
Hq. USAF

"We have always recognized the outstanding service CAP provides and wish to take this opportunity to commend all personnel in your organization. TAC is pleased to host a CAP summer encampment . . . and will continue to provide all available support within our resources . . ."

Lt. Gen. James A. Knight Jr.  
Vice Commander  
Tactical Air Command

"The report further reinforces my great admiration for the vital services provided by the Civil Air Patrol . . . to military and civil aviation, and a wide range of related humanitarian efforts. Particularly impressive is the cost effectiveness and professional efficiency of CAP operations."

Maj. Gen. Thomas M. Sadler  
21st Air Force (MAC)

"The services provided by your outstanding organization are recognized throughout the Air Force, and I, for one, am proud to be associated with you and the Total Force. The missions accomplished and subsequent goodwill generated by the CAP are not measurable in dollars and cents but rather in intangibles that benefit all of the Air Force."

Maj. Gen. B.F. Starr Jr.  
76th Military Airlift Wing (MAC)

"I share your pride in the accomplishments of the Civil Air

Each year, Civil Air Patrol publishes a Report to Congress which describes the highlights of the previous year's activities. This is required by Public Law 476, 79th Congress, which incorporated Civil Air Patrol in its present form. This year, National Headquarters also sent copies to many high-ranking civilian and military dignitaries. A large number of them wrote to Gen. Casaday, the national commander, or the Gen. Gardner, the executive director of CAP, thanking them for the Report and praising CAP. On this page are a few quotes from the scores of letters received.

## CIVIL AIR PATROL



## ANNUAL REPORT TO CONGRESS



FOR YEAR ENDING 31 DECEMBER 1977

Patrol and am particularly impressed by the magnitude of the CAP's involvement in humanitarian missions. These accomplishments are but a part of the fine leadership and awareness programs which the CAP has to help build national pride and moral character in the young men and women of our country."

Maj. Gen. Winfield W. Scott Jr.  
Acting DCS Plans and Operations  
Hq. USAF

"I wish to take this opportunity to commend the CAP on its accomplishments and assure you of my continued support."

Rep. Bob Sikes, M.C.  
First District, Florida

"We at Vandenberg are well aware of the importance of the CAP and hope that our summer efforts contribute to the overall effectiveness of your fine organization."

Maj. Gen. David L. Gray  
1st Strategic Aerospace  
Division (MAC)

"This report brings the wide scope of activities into focus and reminds us all of how important and varied the Civil Air Patrol mission is. We at Pope continue to support our local units at all levels."

Col. Benjamin Kraljev Jr.  
Pope AFB, N.C.

" . . . the 1978 Civil Air Patrol report . . . reflects favorably on

the involvement and accomplishments of CAP personnel. You can be assured of support from the men and women of the 366th Tactical Fighter Wing."

Col. John L. Pickitt  
366th TFW (TAC)  
Mountain Home AFB, Idaho

"I have always been an avid supporter of Civil Air Patrol, because of the magnificent service which it renders to the American people. I can see from the 1978 Report that the CAP continues to give the American taxpayers an incredible return on the tax dollars that are invested in it."

Sen. James B. Allen  
Alabama

"I strongly support the work of CAP and will continue to do so in the future. Their accomplishments are commendable."

Sen. Gary Hart  
Colorado

"Thank you for the copy of the Civil Air Patrol Annual Report to Congress. It is an excellent review of the important work being done by the Civil Air Patrol. . . . I am pleased to inform you that I have included in our annual budget money to support activities of the Kentucky Wing."

Gov. Julian M. Carroll  
State of Kentucky

"All of the 63,373 volunteer members of the Civil Air Patrol have a right to be proud of the 1977 record breaking accomplishments. The humanitarian work in saving lives and human suffering along with the youth development and aerospace education programs are an invaluable contribution to our country and our society. It is most gratifying to know that thousands of volunteers contribute so much effort to help their fellowman."

Harold W. Chase  
Deputy Asst. Secretary  
of Defense (Reserve Affairs)

"As always, it is a source of pride to us in AFA to be able to support the Civil Air Patrol in their many endeavors and particularly in their contribution to the Nation's search and rescue activity."

Gerald V. Hasler  
President, Air Force Association

"We have a sincere appreciation for the work of CAP and its volunteer operations. It is a pleasure for us to know that a number of Salvation Army officers are serving in the CAP. We salute the 63,373 members."

Paul S. Kaiser  
National Commander  
The Salvation Army

"You do not have to convince me of the important job that the Civil Air Patrol performs. I believe it is a good program and you can be assured of my continued support."

Lt. Gen. Charles E. Buckingham  
Air Force Comptroller

"I am well aware of the invaluable services provided by the Civil Air Patrol and you can rest assured that you have my total support."

Brig. Gen. Thomas C. Richards  
Commandant of Cadets  
Air Force Academy

"I was amazed by the outstanding accomplishments of CAP members. . . . Your record is truly enviable. . . . If Recruiting Service can assist you in any way, please call on us."

Brig. Gen. William P. Acker  
USAF Recruiting Service

# TIN BOARD

## letin Cont'd



### D CAP PUBLICATIONS.

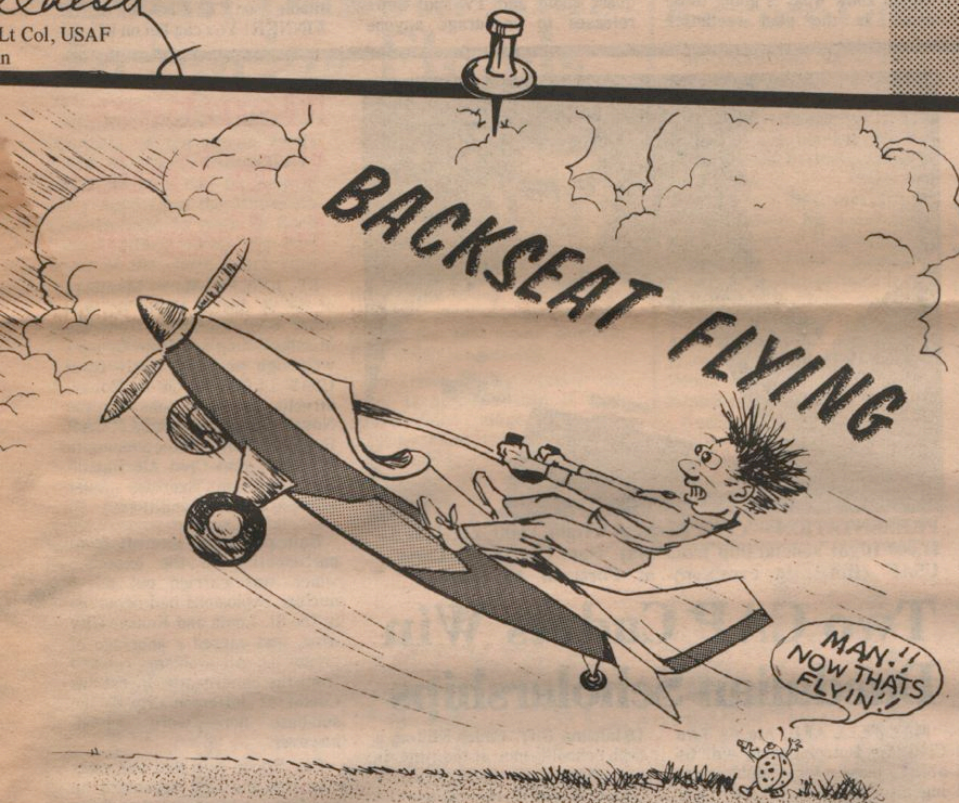
Administrative Authorizations," 19 June 1978, supersedes CAPR 10-3, 20 October 1976. DAP

**MANDER AND ADMINISTRATIVE OFFICERS.** You are reminded that CAP Form 8, "Requisitions and Blank Forms," item 4, must be typed or printed with your unit's complete mailing address and sent to the address you provide. Therefore, if it is not the correct address, it is very important to get the requisitions. Help yourself and help us... use the correct address. DA

**OF CAP PUBLICATIONS AND BLANK FORMS.** CAPR 5-4 authorizes local reproduction of blank forms, providing no changes or alterations are made without permission from the National Office. The printing of common information which is required by the form, such as unit address is authorized without prior approval from this headquarters. Simply stated, local reproduction is authorized and DA

### DIRECTOR

*Quest*  
Lt Col, USAF  
n



How about a REAL SURPRISE? Especially during takeoff roll or lift off? Ever tried to fly with your seat back? The following article was borrowed from "Flight Safety," HQ ATC, Randolph AFB, TX. Read and heed. Bucking chairs may be hazardous to your health.

It's really difficult to fly an aircraft when you can't reach the controls. During the last year, a couple of light aircraft pilots learned just how difficult it can be when their seats rolled aft along the seat rails during takeoff. One of the pilots ended up paying a \$100 repair bill. Another accident occurred when a passenger's seat slid back during a landing. The startled passenger grabbed for the closest handle - the control yoke. Tail-first touchdowns in tricycle gear are expensive.

A little care during preflight can prevent this kind

of accident. After adjusting the seat, shake it fore and aft a couple of times to make sure it is locked. The locking mechanism itself should be checked for wear periodically.

The seat aft travel stops in many aircraft are relatively small pieces of metal attached to the seat rail by a small screw. This item is easily damaged and also bears periodic checking. The aft stop on the pilot's seat rail should be placed such that, if the seat unlocks, it will not travel so far back that the pilot can't reach the controls. If the aircraft in question is flown by pilots of various sizes, it may not be possible to make this adjustment fit everyone. Additionally, not all aft stops are adjustable.

A little attention to the seat adjust mechanism can save you a short trip in the wrong direction and possibly an accident.

20 TIPS FOR SLIDE PRESENTATIONS were prepared by the Adams Group and published in Groupthink, a newsletter with ideas about communicating (905 Silver Spring Ave., Silver Spring, Md. 20910). Here they are:

### MAKING SLIDES



1. Think of a slide as a billboard. Keep the number of words down to 15 or less - preferably seven or eight.
2. Shoot all the material horizontally. However, your audience won't be distracted by the occasional vertical slide that bleeds off the bottom of the screen.
3. Use several simple slides rather than one complex one. Face it; if your company's organizational chart looks like the Department of Defense, it won't fit on one slide.
4. Best for legibility, white letters on dark backgrounds, especially blue, black, and red. White letters on dark blue backgrounds seem to be the best for ease of reading and recall.
5. Plain block letters are best, and they're easiest to read from a distance. Enlarged typewriter type usually doesn't hold up well.
6. Use color on charts and graphs for emphasis, not just for ornament. Color shows relationships and systems well, when its use is thought out in advance.
7. Stack the words in the center of the slide rather than stringing them out in long lines.
8. Elaborate borders on word slides just make the words that much smaller.
9. Design your slides for the back row. Nobody ever complains about the words on a slide being too large.
10. Use glass or plastic mounts if slides are to be used frequently. The corners don't fray or jam as with cardboard mounts.

### SHOWING SLIDES

1. Hold the number of slides down to 80 or below, if at all possible. Then you only have to worry about one rack. Racks that hold 140 are notorious for making slides stick in mysterious ways.
2. Learn how to unjam the projector yourself. Always go into a presentation armed with whatever unjamming tools you're used to.
3. If it's at all feasible, operate the projector yourself with remote control. In a prerecorded presentation, nothing looks sillier than a show that's one slide out of sync. If you're using slides to illustrate a speech, you're free to stop where you please.
4. Mark the forward button on the remote switch with white tape. You won't embarrass yourself by going backwards.
5. Rehearse. In the room where the presentation is to be given. On the same day. If you don't check everything twice yourself, something's sure to go wrong.
6. Don't turn out all the lights, or you may put some of your audience to sleep - - - literally. Leave on at least some dim light; it helps if the audience wants to take notes, too.
7. Read the slides word for word, then explain. Paraphrasing what's on the screen can confuse a person trying to read along.
8. Dissolve units and electronically cued audio loops are tricky to set up outside your own office. They both have an annoying trick of not starting on the right slide. Check, check, check that they're set up perfectly.
9. Always bring an extra projector bulb, even if you've just changed bulbs. When you're least prepared is when it burns out. Wouldn't hurt to take along an extra extension cord, too.
10. End with a black slide, or you're likely to shock the audience into attention with a blinding light.



# Principles of 'C-Cubed' Explained

This month's article was written by Lt. Col. E.L. Lewis, the Virginia Wing emergency services officer. Col. Lewis is also a commander in the U.S. Navy, assigned to the Washington, D.C., area. He has been involved with Civil Air Patrol since 1953 and is active in establishing SAR procedures and training programs. Here is his article:

By LT. COL. E.L. LEWIS  
Virginia Wing

The team that has a handle on C' is a sure winner! C'? Ever hear of "C-Cubed" before? That's a jazzy way of referring to a 1-2-3 combination which paves the way to success in any active undertaking involving people. The principles have been around a long time and, in fact, have probably always determined the success or failure of any cooperative activity. So what is "C-Cubed"?

Answer: COORDINATION, COMMUNICATIONS, and

## CONTROL.

The Department of Defense has invented a handy "shorthand" way of talking about these three together — C'.

We can be pretty sure there is something called "coordination" to be done in CAP because the "bossman" at a CAP emergency services mission is called the mission coordinator. And everyone knows there are a whole bunch of folks in CAP messing around with something called COMMUNICATIONS. And someone is always griping about not having enough — or having TOO MUCH — CONTROL!

So how does this apply to CAP? Hang in there and we'll see. First, we need to review the steps a mission coordinator takes to run a mission.

—STEP ONE: Define the mission OBJECTIVES. In other words, "What job are we to do?"

—STEP TWO: Determine the ASSETS available. "What and Who are available?"

## SAR PEOPLE

—STEP THREE: Determine the CONSTRAINTS due to environment, training, funding, legal restrictions, lack of enough information, safety, etc. We might ask ourselves, "What CAN or MAY we DO — and NOT DO?"

—STEP FOUR: Develop a PLAN to achieve the objectives. "Who should do WHAT, WHEN, WHERE and HOW . . . and in WHAT ORDER should each action occur?"

—STEP FIVE: Validate the plan. We ask ourselves, "WHO does the plan affect (both inside and out of CAP)? WHAT HELP or support do we need? Who else should know what is going to be done? Is the plan realistic?"

WHAT IF . . . something doesn't go as planned?"

—STEP SIX: FIX the Plan.

—STEP SEVEN: GO!

—STEP EIGHT: EVALUATE the results. What went RIGHT? What went WRONG?"

—STEP NINE: REVISE the plan for the next effort.

Now all that seems pretty simple, doesn't it? It is. That business has a fancy title — we call it the MANAGEMENT CYCLE. Now, let's backtrack to see where C' fits into the picture. First question: What's the problem? An airplane has CRASHED! . . . Right? . . . Maybe . . . Are we sure? Could be the pilot merely forgot to close his flight plan. So what's our objective? . . . FIND OUT! HOW? Gather more information about the problem and begin to analyze the data. Perform ramp checks, call law enforcement agencies, as well as friends and neighbors of the pilot and passengers. Request radio and TV spot news releases to encourage anyone

who has any useful information to pass it on to CAP. This is how we answer that question in STEP ONE.

By COORDINATING the efforts to collect information, COMMUNICATING that information to the mission coordinator and CONTROLLING the development of an INTELLIGENCE picture, the mission coordinator and his staff are able to define, "What's to be done?"

The process is similar as we go on to the other steps in the process. Every step of the way, the MANAGEMENT CYCLE demands: 1. A flow of accurate, reliable and timely information — that's COMMUNICATION; 2. Well planned, mutually supporting actions by more than one individual, team and/or agency — that's COORDINATION; 3. Someone "in charge" to call the signals — that's CONTROL.

Repeat: The TEAM that has a handle on C' is a SURE WINNER! You can bet on it!

## Forest Fire Help Over For Season

By MAJ. RICHARD I. JORDAN  
Maryland Wing

WESTMINSTER, Md. — The Carroll Comp. Sq. here has ended another successful season assisting the Maryland Forest Service in protecting the natural cover areas of the state.

Due to an extremely rainy spring in Maryland, this year's field fire season lasted only a few weeks. The Carroll Sq. was first called upon to assist on April 1 as a fire burned nearly 100 acres in the southern part of the county.

Over the next two weeks, the squadron, with the help of an aircraft and pilot from the Frederick Comp. Sq., flew four separate days, logging nearly 15 hours flying time. Coverage on several occasions extended into Baltimore County.

While flying the fire patrol, CAP assisted on nine fires and detected seven fires. In addition, squadron personnel assisted with clean-up operations at the scene of a 10-acre fire in the northern part of the county near the Pennsylvania state line.

Maryland Forest Service and county fire service personnel credited the squadron with saving one barn and countless acres of valuable woodland and grassland this year through early detection of fires and aerial direction of ground fire forces. On one occasion, the aircraft directed a forest service fire truck to make access to a fire through the center of a horse show.

The agreement between the Carroll Comp. Sq. and the Maryland Forest Service's Northern Region has been in effect since 1973.

Based on the Carroll Sq. agreement, a Memorandum of Understanding was signed by Maryland Wing Headquarters and the Maryland Forest Service, Maryland Department of Natural Resources, in mid-May. This Memorandum will be used, along with the Carroll Sq. agreement, as the basis for a wing regulation concerning CAP assistance and participation in aerial fire detection and forestry conservation support throughout the state.

## Senior Gets Loening Award

FAIRHOPE, Ala. — Capt. Catherine R. Musselman of the Baldwin County Comp. Sq. (Alabama Wing) has received the Grover Loening Aerospace Award in recognition of 10 years of active service in Civil Air Patrol.

A resident of Foley, Ala., Capt. Musselman began her CAP



PRESENTATION — Cadet Kenneth Wright, right, receives a \$1,000 flight scholarship from Maj. Gen. Chester McCarty, USAF (Ret.), in ceremony at Portland AB, Ore.

## Two CAP Cadets Win Daedalian Scholarships

MAXWELL AFB, Ala. — Two Civil Air Patrol cadets will be able to pursue their flight training after receiving \$1,000 flight scholarships recently from the National Order of Daedalians.

They are: Cadet Mark Killian, son of Mr. and Mrs. John Killian of Oklahoma City, Okla.; and Cadet Kenneth Wright, son of Mr. and Mrs. Keith Wright of Eugene, Ore.

Cadet Killian was awarded his scholarship on behalf of the Daedalians by Col. Robert L. Albertson in a ceremony at

Oklahoma City. Cadet Killian, a high school senior at the time, is a member of the Oklahoma City Cadet Sq. No. 2. He will use the award in earning his private pilot rating.

Cadet Wright was awarded his scholarship by Maj. Gen. Chester McCarty, USAF (Ret.), representing the Daedalians. The ceremony took place at Portland AB, Ore. A senior at South Eugene High School at the time of the presentation, he is a member of the Mahlon-Sweet Comp. Sq. Since he has already earned a private pilot rating, he will use the scholarship in earning instrument and multi-engine ratings.

The scholarships are designed by the Daedalians to further the individual's career in the field of aviation or aerospace. A committee at National Headquarters made the selection, based upon criteria supplied by the Daedalians.

The Daedalians is a national fraternity of military pilots dating from 1934.

## Members Win Praise In Exercise

ST. JOSEPH, Mo. — Members of the St. Joseph Comp. Sq. and other CAP members from the Missouri Wing and from Group I won high praise recently from USAF Lt. Col. David A. Robey, director of Operations for the North Central USAF-CAP Region, for their effectiveness in a recent joint Civil Air Patrol-Civil Defense Exercise under adverse weather conditions.

Rain prevented aircraft from participating in the exercise, which was carried out as if nuclear explosions had occurred in the St. Louis and Kansas City area, and caused a shortage of personnel. All problems relayed from the Emergency Operations Center at Jefferson City to the sub-base here were solved, however.

Col. Robey said that the exercise was the best organized he had found in his years of working as an Air Force evaluator for CAP participation in such exercise.

Locally, the exercise was based at Rosecrans Memorial Airport. Maj. H.B. Daffer of the wing headquarters staff served as mission coordinator for the sub-base. Capt. Bruce Hollandsworth, commander of the St. Joseph Comp. Sq. and deputy coordinator for Civil Defense in St. Joseph and Buchanan Counties, served as base commander.

One ground team set up an advanced base on King Hill for relay for radio messages by repeater. Another ground team, made radiological surveys at one-mile intervals for 10 miles in all directions from the airport.

Twenty senior members and six cadets participated in the exercise.

## Southeastern Schools Attract 200 Seniors

COTTONADLE, Ala. — Nearly 200 seniors attended the five squadron leadership schools held by the Southeast Region since early March, according to Lt. Col. Richard J. Curran, region chief of staff.

He said that early reports reaching him indicate that the classes are exactly what the senior members have been asking for over the past several years.

"Much credit for the organization and presentation of the leadership and counselling phases of the school go to Dr. Richard J. Ovington from the directorate of Training at CAP National Headquarters," he said. "Using his experience, both in and out of CAP, he has developed a course that can be taught by the grassroots CAP member."

The region will continue its leadership schools next year.



**MOTHER HEN** — Like a mother hen hovering over her chick, this Air Force C-5 Galaxy dwarfs a Super Cub parked under its wing. (Look close; yes, it's there!) The small plane, belonging to the Yuma Sr. Sq. (Arizona Wing) was

part of a display recently at the Yuma Marine Corps Air Station's Military Appreciation Day airshow and open house. An estimated 21,000 people saw the display which included CAP radiological monitoring equipment.

### Along Minnesota Border

## North Dakota Aids In Spring Floods

GRAND FORKS, N.D. — Members of the Grand Forks Comp. Sq. (North Dakota Wing) responded to a call for help in early April from the Minnesota Civil Defense to work in flood control efforts along the Red River of the North which runs between the two states.

In answer to a call from Al Nixon, Minnesota CD director, for CAP assistance, the squadron furnished workers and helped direct operations in the early morning hours.

The Red Cross also requested assistance in delivering refreshments to flood control workers.

On April 9, Minnesota Gov. Rudy Perpich declared a state of emergency and the Minnesota

National Guard arrived to relieve CAP members.

The following day, the members of the squadron assumed operation of the Emergency Services Operations Center at Grand Forks Police Department.

CAP members also continued delivering refreshments to flood control workers and helped the Red Cross prepare their trucks for delivery.

The river finally crested on April 12 at more than 18 feet above flood stage. The 27 members who combined efforts in the emergency tallied over 860 man-hours. The squadron aircraft flew 10 sorties, accumulating 19.8 hours flight time on flood reconnaissance.

### Firms Help Restore Car

BLACKSBURG, Va. — The Montgomery Comp. Sq. here will have the use of a restored automobile, thanks to the generosity of a number of individuals and business firms in this area.

The car, a 1965 Mercury, was donated to the squadron by Dr. Robert T. DuBose of Blacksburg. Those helping restore the vehicle included J.C. Hawkins of Sheppard's Auto Supply; Ray Dobbins; A.R. Arrington of Auto Salvage and Sales; and the People's Drug Store at the Roanoke-Salem Plaza.

George P. Moore of Moore Pontiac in Salem donated a paint job.

The car will be used for emergency service missions and other squadron activities.

### With CAP Record

## General Aviation Statistics Compared

From THE SAFETY OFFICER  
National Headquarters

MAXWELL AFB, Ala. — From time to time, questions arise concerning the flight safety record of Civil Air Patrol. While the available data base of hours flown annually (about 95,000) and number of related accidents is somewhat limited, when compared to that concerning civil aviation in general, a comparison of facts is revealing.

For the purpose of this report, the term "aircraft accident" is synonymous with the definition provided by the National Transportation Safety Board (NTSB), Procedural Regulation, 49 CFR 830. An "aircraft accident" means an occurrence associated with the operation of an aircraft beginning from initial aircraft boarding until occupants disembark at final destination. Serious injury and/or substantial damage to the aircraft must be involved.

The general aviation accident rate per 100,000 flying hours in 1976 and 1977 averaged 11.7. General aviation includes

pleasure, business, corporate-executive, aerial application, air taxi, and instructional flying. It does not include airlines.

The CAP accident rate is about the same as for general aviation. However, a significant point to note is the accident rate of pleasure-personal flying (20.37) which is almost double that of CAP's rate. Hopefully, 1978 will be a better year for CAP flying.

The following data include categories of aircraft accidents involving non-corporate aircraft to reflect use of private and military aircraft in CAP missions. The data were obtained from CAP mishap records for the period of Jan. 1, 1976, through May 20, 1978, and does not include mishaps categorized as "incidents" or "ground mishaps." Incidents and ground mishaps are reported only to the NTSB or Federal Aviation Administration in part. Therefore, a comprehensive comparison between CAP and NTSB data would not be objective.

Regardless of accident rates, the objective of the CAP Safety Program is prevention of all accidents reasonably possible.

#### AIRCRAFT ACCIDENTS (Jan. 1, 1976-May 20, 1978)

	1976 Jan. 1-Dec. 31	1977 Jan. 1-Dec. 31	1978 Jan. 1-May 20
<b>CAP Owned and Operated:</b>			
Accidents	13	14	3
Injuries	6 (serious)	11 (6 serious)	3 (serious)
Fatalities	5	3	3
Average No. Acft.	660	-	-
<b>Non-Corporate Aircraft Operated By CAP Members on CAP Missions</b>			
Accidents	1	3	3
Injuries	4	1	7 (4 serious)
Fatalities	0	1	0
<b>Military Aircraft on CAP Missions With CAP Members on Board</b>			
Accidents			1
Injuries			0
Fatalities			1



**HONOR FOR DR. GARBER** — Dr. Paul E. Garber, center, an authority on the history of flight, accepts portrait of himself from Brig. Gen. Thomas C. Casaday, right, CAP national commander, in a recent ceremony in Washington, D.C. Dr. Garber is the retired chief curator of what is now the National Air and Space Museum, a section of the Smithsonian Institution. This past December, CAP's National Executive Committee named the Level IV senior award in his honor because of his contributions to education and aviation. Looking on at left is Air Force Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ. CAP-USAF.



## CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS  
MAXWELL AIR FORCE BASE, ALABAMA



CAP B

NUMBER 6

JULY 1978

### OPERATIONS

1. **REVISED MISSION COORDINATION COURSE.** The Air Force Rescue Coordination Center will be conducting a revised Mission Coordination Course at the following locations and times. For more information on these courses contact your Region training officer.

29-30	July	SWR	Dallas, TX	
12-13	August	NCR	Offutt AFB, NE	DOS
26-27	August	PACR	Klamathe Falls, OR	
23-24	September	MER	Andrews AFB, MD	

2. **NEW PROCEDURES FOR CAP FORM 122.** The AFRC is requesting that flying time reported on search and rescue missions be broken down to show ENROUTE HOURS and SEARCH HOURS. Item CHARLIE on the CAP Form 122 should be reported as: NUMBER OF AIRCRAFT XXX; SORTIES XXX; ENROUTE HOURS XX.X; and SEARCH HOURS XX.X. **DOSS**

### PERSONNEL

3. **DELINQUENT MEMBERSHIP APPLICATIONS.** A recent study at National Headquarters revealed that one out of every five membership applications are received at National more than 60 days after they are dated and signed by the new member. It is not uncommon to receive applications four months to six months, or even a year old. Processing times of more than 60 days are totally unacceptable. National Headquarters will screen future applications to identify those units holding applications for an inordinate period of time. July and August have been designated for "catch up," and commanders have been asked to insure that any pending applications being held in the squadron are forwarded immediately to National Headquarters. Then beginning in September, all future applications will be screened and inordinate delays reported to the wing commander concerned. Let's go to work now to clean up our in-baskets and get those applications in to National Headquarters! **DP**

### COMPTROLLER

4. **BANK/SAVINGS ACCOUNTS.** When opening a checking/savings account you will be asked to provide an Employee Identification Number (EIN). When asked you should provide the following number - 63-6016171. This number is used by National Headquarters in filing all tax reports on region, wing and subordinate unit financial activities. **AC**

### SAFETY

5. **MISHAP REPORT FORM.** CAP Form 78, "Notice of Occurrence Form," has been revised to include changes of title ("Mishap Report Form"), order of contents, and elimination of several items dealing with suspected but unsubstantiated violations. **SE**

The CAP Form 78 is an initialed report of a mishap relating to CAP activities and/or resources. Unit commanders or their designees should ensure mishap reports are completed and forwarded within 48 hours following a mishap. Instructions for submission are printed on the CAP Form 78. Previous editions of CAP Form 78 may be used until the supply is exhausted.

### TRAINING

6. **PLANS FOR SQUADRON LEADERSHIP SCHOOLS.** All wings which plan squadron leadership schools during calendar year 1978 should notify their region headquarters and National Headquarters/TTN as soon as firm dates are selected. Standardized objectives and guidance for conduct of these schools are contained in CAPM 50-17, paragraph 4-3, 20 March 1978. Additional advice plus a suggested "window schedule" are available from National Headquarters/TTN. With enough advance notice, educators from the headquarters senior training directorate can serve as faculty members. Experience gathered so far from the conduct of twenty squadron leadership schools is strongly in favor of a 14 to 16 hour weekend program, set at a central, accessible location where classrooms are available and overnight lodging is inexpensive (preferably a military installation). New and/or inexperienced squadron command and staff personnel should be encouraged to attend at first opportunity because the school is designed primarily for them. Wing or region personnel who plan such training should always contact the USAF liaison officer in the state in which the SLS is planned, to obtain assistance in securing the most advantageous location. **TT**

7. **SENIOR MEMBER MASTER RECORD.** The new CAPF 45a, Senior Member Master Record, does not have a space for the member's name and serial number. This form is intended to be inserted into the member's current CAPF 45, and should be affixed in some way so that the two will not get separated. Lt Col Thomas O'Connor, CAP, Director of Senior Program for Minnesota Wing, suggests that the member's name and serial number be written in a prominent place on the CAPF 45a to prevent its being lost or misfiled. **TT**

### ADMINISTRATION

8. **WATCH FOR YOUR MONTHLY DISTRIBUTION.** National Headquarters DAP makes a monthly mailing to all CAP units. This includes all new or revised publications, a copy of any new form, a News Service Release, letters announcing items of interest, and other miscellaneous material. Due to volume the distribution is machine processed and stapled into a packet (if we did not use the machine process it would require many additional mandays). Upon receipt of the packet, be sure to remove the staple and ensure each individual item is properly distributed in your unit. **DAP**

The Civil Air Patrol BULLETIN is published monthly. It contains official announcements, interim changes to CAP publications, and other items of interest for all CAP members.

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Director of Admini

# CAP News Briefs

## Wing Command Changes Hands

CONCORD, N.H. — Command of CAP's New Hampshire Wing changed hands here recently as Lt. Col. Edward J. Tenney II replaced veteran CAP member Col. John M. Paine Jr.

Col. Tenney is former commander of the 545th Comp. Sq. at Claremont and previously served as the unit's legal officer. He is a veteran of World War II with more than 100 combat missions to his credit. He currently has more than 4,000 hours of air time. He is an attorney with his own law practice in addition to serving as attorney for Sullivan County.

Col. Paine, the outgoing commander, has served in a number of positions in Civil Air Patrol in addition to wing commander. He was voted Wing Commander of the Year at the 1977 Northeast Region Conference. He is an accomplished pilot and a prominent New Hampshire businessman.

Col. Edgar Bailey, Northeast Region deputy commander, officiated at the change of command ceremony which took place at the New Hampshire Wing headquarters building.

## Group Flies Traffic Patrols

PONTIAC, Mich. — Senior and cadet personnel from Michigan's Oakland County Group XII flew Memorial Day traffic patrols for the Oakland County sheriff's department.

The patrol agreement was set up by 1st Lt. Michael Saile and project officer for the weekend patrol was 1st Lt. John Lowry, Group XII operations officer. Additional holiday traffic patrols are planned for the July 4th and Labor Day weekends.

A CAP corporate C-172 was used for the patrol which covered all major traffic arteries in this county of nearly one million people. Maj. Thomas Wallace and a cadet staff handled radio reports, relaying information to the sheriff's department headquarters.

## Wing Commander Gets Award

CEDAR RAPIDS, Iowa — During award ceremonies here at the recent North Central Region conference, Col. John H. Johannes, Nebraska Wing commander, received the Gill Robb Wilson Award from Air Force Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ. CAP-USAF.

CAP's national commander, Brig. Gen. Thomas C. Casaday, assisted in the presentation.

Col. Johannes is a retired Air Force officer and has been a member of Civil Air Patrol and the Nebraska Wing for 12 years. He has served as wing commander for the past three years.

## Unit Holds 'Tabletop' Exercise

SALT LAKE CITY, Utah — In preparation for an upcoming SARCAP (search and rescue exercise), the Wasatch Sr. Sq. held a "table top" exercise recently on SAR techniques.

The mock-up mission involved a plane overdue from Reno, Nev., to Grand Junction, Colo.

Lt. Col. Athol Webb acted as the mission coordinator and SM Dick Eatkins presented the problem and provided information as the mission progressed.

Members of the unit were trained in various positions.

## Georgia Squadrons Join Search

ATLANTA, Ga. — Several Civil Air Patrol squadrons from the Georgia Wing participated recently in a weekend search for a missing aircraft with four persons on board.

The plane, a Piper 180, departed Charlie Brown Airport in Atlanta on a flight to Montezuma, Ga.

Some 41 hours later, the inverted crash was found near the departure runway. The only survivor was found pinned beneath the wreckage in the nose of the plane. Three others aboard the plane were killed.

Eleven CAP planes, two Army helicopters and 10 civilian-owned search planes participated in the two-day search.

As of May 31, the Georgia Wing had participated in 13 search and rescue missions this year.

## Residents of Minnesota Town Give Funds to Colorado Wing

DENVER, Colo. — Residents of the town of Morris, Minn., have donated more than \$3,000 to the Colorado CAP toward buying search and rescue equipment.

Recently an aircraft with two men from Morris disappeared on a flight from Laramie, Wyo., to Aspen, Colo. During the ensuing two-week search phone calls from family, friends and the local newspaper and radio station came in to search headquarters in Eagle, Colo.

During the search, a search plan was forced down on a high

ridge by a down-draft; however, neither pilot was injured.

The missing plane from Morris was found in northern Colorado in the Rawah Wilderness Area. The two men were dead. Their families wrote Colorado CAP officials saying that the Civil Air Patrol had done more than they had expected and that the CAP's work was appreciated more than they could express.

The Morris Fire Department started the fund raising drive to help further CAP's rescue work.



OPERATION SPARROWHAWK — One of the Maryland Wing's 0-1s taxis out to participate in "Operation Sparrowhawk," a recent search and rescue exercise, which involved some new techniques.

## Maryland SAR Exercise Takes On Exciting Touch

BALTIMORE, Md. — Personnel of the Maryland Wing participated recently in "Operation Sparrowhawk," a search and rescue exercise conducted annually by the Air Force in conjunction with members of the wing operations staff.

On Saturday and Sunday, April 22 and 23, approximately 200 air, ground and staff personnel assembled at Frederick Airport to test their search, coordination and communications abilities in a simulated rescue situation.

However, this year's exercise added a new and exciting aspect to what has often been a routine and uninteresting activity.

In this year's exercise, Maj. David K. Vaughan, the Air Force liaison officer to the Maryland Wing, introduced a new wrinkle into the day's training activities by adding requirements for all search aircraft to fly a low-level navigation route into a designated search area (or grid) in which numerous visual targets had been placed.

"The whole idea of this new search exercise," according to Maj. Vaughan, "was to give our aircrews practical experience in precision flying and target observation. Our previous method — a kind of shotgun approach to target spotting — just didn't give us the realistic flying practice and detailed evaluation data we needed to analyze our air search strengths and weaknesses. I feel this approach can significantly upgrade our mission capability."

In addition to drawing up a low-level cross-country navigation route covering approximately 80 miles, Maj. Vaughan placed five visual targets in a 100-square-mile area west of Westminster, Md. Each target was put in place by a ground team which also spotted all aircraft that overflew the target area, recording tail number, direction of flight, and distance from the target. This information was transmitted to the evaluators, who used the data to compile individual aircrew mission performance scores.

"I thought this was a particularly beneficial experience," commented Maj. Larry France, mission coordinator for the exer-

cise. "This plan simulated real-life rescue operations much more closely than previous exercises, and it really tested individual skills."

Target spotting results overall were good. Most crews found three or more of the targets in the grid. Only two crews out of 19 came home empty-handed.

The top crew in the exercise, Senior Members Earl Freeman and Ted Redick of the Annapolis Comp. Sq. scored 1,002 out of a possible 1,070 points to earn Maryland's "Hawkeye" Award for superior search performance.

All aircrew members who participated are eager to compete again, and a similar exercise is planned for the fall.

## Cadet Receives Spaatz Award

LOS ALAMITOS, Calif. — Cadet Brian Wolf, 18, of the Los Alamitos Cadet Sq. 153 (California Wing) received his Gen. Carl A. Spaatz Award during the recent California Wing conference.

Wolf joined CAP in June 1973 and advanced quickly. In addition to squadron activities, he was a part of the cadet exchange program in 1977 and visited Hong Kong. He received a squadron solo scholarship and has earned his observer rating.

Wolf was graduated from Pacific High School in Garden Grove, Calif., with honors and has a Naval ROTC scholarship to the University of Southern California. He plans to join the Navy after receiving his degree and become a Naval Flight Officer.

## CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notices of deaths should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office — not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BLAKEMORE, Maurice B., Captain, May 30, 1978, Columbia Cadet Sq., National Capital Wing  
BOLANER, Bob Anthony, Senior Member, May 10, 1978, Laughlin Comp. Sq., Texas Wing  
CARUSO, Thomas J., Senior Member, May 16, 1978, Downeast Comp. Sq., Maine Wing  
DOLAN, Charles M., Jr., Captain, May 10, 1978, Laughlin Comp. Sq., Texas Wing  
HARLOW, Keith B., First Lieutenant, May 4, 1978, Walled Lake Flight, Michigan Wing  
O'BRIEN, Sally A., Cadet, May 20, 1978, Group III, Oregon Wing  
RANDALL, Sheldon C.T., III, Senior Member, May 10, 1978, Laughlin Comp. Sq., Texas Wing  
WARD, Dorothy E., Second Lieutenant, May 21, 1978, Group XI, Ohio Wing  
WIDMER, John R., Senior Member, May 1978, Polaris Senior Sq., Alaska Wing

# PEOPLE... in The News

## Pacific Region

The John J. Montgomery Cadet Sq. 36 was named Outstanding Cadet Sq. of the Year for the California Wing for 1977. The squadron, a part of Peninsula Group II, received the award at the California Wing conference, held recently. At the same conference, Capt. Meyetta Behringer, a member of Group II, won the award as Female Pilot of the year... Group III (Oregon Wing) at Medford, Ore., conducted a weeklong solo encampment during spring vacation. Fourteen cadets and three seniors attended. All cadets received flight training from competent flight instructors. All the cadets soloed at the encampment. The encampment was organized and conducted by Mike Henderson, a quadriplegic. He taught all the ground schools and organized the flying schedules from his wheel chair. Mike broke his neck in 1968 while on active duty with the Coast Guard, but since that time has earned his private pilot license, despite his handicap.

## Rocky Mt. Region

At least three cadets of the North Valley Comp. Sq. (Colorado Wing) have been chosen to attend special activities this summer. Cadet Kevin Yackle, cadet commander of the squadron, will attend the Air Force Academy Survival Course and the Rocky Mountain Cadet Leadership School. Cadets Gayle Hertzberger and Michael Pesall will attend the chaplain-sponsored conference this summer. A former member of this unit, Stephen Boudreaux, has completed a tour of duty with the U.S. Marine Corps and has rejoined the squadron. He will serve as deputy commander for cadets.

Six cadet members of the Colorado Springs Cadet Sq. flew to Ellington AFB, near Houston, Tex., recently to visit the Johnson Space Center. While there, they saw the 747 carrying the space shuttle, Enterprise, which had landed just two hours ahead of them. Cadets making the trip included Stephen Wood, Nikolas Rogers, Carolyn Champion, James Kimbrel, David Gamache and Eddie O'Neill... At a special awards meeting of the Mile Hi Cadet Sq. (Colorado Wing) this year, 1st Lt. Marshal E. Songer was named Senior of the Year for 1977 and Richard L. Schaefer was named Cadet of the Year. Cadet David B. Rushing received a flight scholarship under which he will receive assistance from CAP in earning his solo license.

## North Central Rgn.

Nineteen senior and cadet members of the Missouri Wing staff, Group III headquarters and the Capital City Comp. Sq. recently completed portions of the civil defense course, "Introduction to Radiological Monitoring," and are qualified for a radiological assignment in the Jefferson City, Mo., area in the event of a nuclear disaster. William Johnson, Missouri State director of Disaster Relief Operations, was the instructor.

The Cass County Sq. 206 (Minnesota Wing) was again named Squadron of the Year at the Minnesota Wing conference in April. The squadron currently has 26 senior members and 10 cadets enrolled.

## Southwest Region

Twelve cadet and senior members of the El Paso Comp. Sq. (Texas Wing) participated recently in a joint exercise with members of the Texas State Guard. The exercise, training in coordinated response to disaster situations, was conducted at the El Paso National Guard Armory and vicinity. CAP provided four-wheel-drive ambulances and trained disaster relief personnel. The mock disaster was an

enactment of the aftermath of a tornado, often a real threat in the Southwest and Southeastern United States.

Members of the Randolph AFB Comp. Sq. (Texas Wing) assisted base personnel during open house on Armed Forces Day at Randolph. A booth was provided for CAP for a recruiting display. An active communications net was set up between the display and cadets with two-way radios patrolling the flight line. A special channel was set up with the base Information Officer to help visitors in trouble or needing medical attention. A number of cadets assisted in handing out materials to visitors at the base.

Members of the McAlester Comp. Sq. (Oklahoma Wing) attended an Emergency Services Seminar recently at the Idabel (Okla.) Sr. Sq. headquarters. Some of the topics covered in the seminar were map reading and gridding, ground team search operations, how an alert for a search begins, a review of the CAP manual on emergency services, and the use of an emergency locator transmitter (ELT). Those from the McAlester unit attending the seminar were 2nd Lt. Ralph Brown, 2nd Lt. Bob Maddox, SM Janette Maddox, Ch. (1st Lt.) Jerry Millsaps, 2nd Lt. Ruth Millsaps, Cadet Mike Kennedy, Cadet Janette Brochu, and Cadet Mike Skinner.

Arlington Comp. Sq. (Texas Wing) volunteered its services recently to assist at an air show staged by the Experimental Aircraft Association. The CAP members had the job of parking cars, crowd control, and flight line duty. After the show, they helped clean the runway which had been used as standing area for the crowd. Squadron members who assisted were Capt. Eugene Leduc, 1st Lts. Roger Yardley, Robert Turner, 2nd Lt. Keith Julson, and Cadets Greg Russell, Betty Gates, Venus McPherson, James Watson and Jimmy McGuairt.

## Great Lakes Rgn.

Maj. Derek Stacker and 2nd Lt. Luther Prince, members of the Washington Park Comp. Sq. (Illinois Wing) witnessed a fight recently on a Chicago street between a man and a woman. The man was stabbed and Lt. Prince, who is studying to be an emergency medical technician, gave first aid and the man survived. They never learned his name however... Capt.

Robert McDonald, a member of this squadron, was graduated recently from the National Guard Military Academy... The Michigan Wing gave a farewell party recently for Air Force Maj. Ray Jolly who has just completed his tour of duty as Michigan Wing liaison officer.

The 1978 Wisconsin Wing Military Ball, held recently at the War Memorial Center in Milwaukee, was judged a splendid, and joyful affair. Selected king and queen of the ball were Jeff Nelson of the 461st Wisconsin Cadet Sq. and Dana Schriber of the Waukesha Comp. Sq.... The Lapeer SAR Sr. Sq. (Michigan Wing) shared a display booth during Armed Forces Week with Air Force recruiters. The display, set up in a Flint, Mich., shopping center, drew the interest of hundreds of shoppers.

Members of Heselon Cadet Sq. 802 were instrumental recently in assisting at the scene of an automobile accident near Waverly, Ohio. The accident involved two automobiles, three adults and five small children. CAP members gave first aid, directed traffic while waiting for help, and sent for ambulance and police.

## Southeast Region

Members of the Shelby County Comp. Sq. (Tennessee Wing) assisted at an open house recently at Blytheville AFB, Ark., during a Thunderbirds display. The cadets helped guard the aircraft... Hillsborough I Sr. Sq. (Florida Wing) conducted a search and rescue practice mission on a recent weekend. Vandenberg Airport in East Tampa was the mission headquarters... Members of the Gainesville Comp. Sq. (Florida Wing) were called out recently to help out following a tornado which hit the city of Gainesville. They had just completed helping with a mission out of Ocala and spent the rest of the week working with a mission out of St. Augustine.

Eastern Airlines asked members of Group 10 (Florida Wing) to help recently when the airline celebrated its 50th anniversary at Opa Locka Airport, Opa Locka, Fla. CAP members provided food and drink (They cooked over 8,000 hamburgers and hot dogs.), helped with parking, provided a color guard, flight line security and first aid facilities.

Three cadet members of the Pompano

Beach Cadet Sq. (Florida Wing) took a big step recently in their flying career. Cadets Joe Peseux, Dwight Albers and Michael Sands all soloed, making six cadet solos on record for the squadron... Capt. Floyd Sykes, well known for his aircraft paintings, has been appointed standardization and evaluation officer for the Baldwin County Comp. Sq. (Alabama Wing). He is a full-time commercial artist and is retired from the Navy.

## Middle East Rgn.

The cadet drill team from the Byrd Field Cadet Sq. (Virginia Wing) has won the Virginia Wing Cadet Drill Competition in three of the four areas on which the competition was based. The team consists of nine boys and three girls... A member of this squadron, Cadet Tony C. Clark, recently was presented the Richmond Area Air Force Association award as Cadet of the Year.

She may be the youngest Civil Air Patrol member yet! Carrel Emily Ward, born April 4, 1978, has been enrolled as an associate member of CAP. She is the daughter of Capt. and Mrs. Louise C. (1st Lt.) Ward of Charlottesville, Va.... Five members of the Maryland Wing recently attended an 84-hour course taught by the Civil Defense Preparedness Defense Agency. The five were: Capt. Donald Leighton, Capt. William Knight, Lt. Robert Staley, Lt. Laura Baus, and Lt. Brenda Staley... The Black Hawk Comp. Sq. is one of the newest in the Maryland Wing. The new unit is presently meeting at Northeast High School in Pasadena, Md.

## Northeast Region

Cadet Joseph E. Gura, 17, son of Mr. and Mrs. Edward Gura of Chicopee, Mass., has won the 1978 Solo Flight Scholarship sponsored by the Westover Cadet Sq. (Massachusetts Wing). He plans to continue his flying and receive his private pilot license after completing solo training... Members of the Bristol County Comp. Sq. (Rhode Island Wing) were placed on charge of security of a Red Cross shelter during a recent Red Cross mock disaster in Barrington, R.I. Working in conjunction with the National Guard, they also helped to construct a helipad and directed in an H-1 "Huey" helicopter. Cadets participating were David Humphrey, Bill Tavares, Scot Coughbertson, Larry Jarvis, Todd Child and Chris Blach.

Whitehall Comp. Sq. 803 and North Penn Comp. Sq. 905 (Pennsylvania Wing) held a joint training campout recently in Wingeron Woods, Berks County, Penn. Exercises connected with ground search and rescue were practiced... To date, 60 Girl Scouts have completed training in aerospace education subjects conducted at the Westchester Group Headquarters in White Plains, N.Y. CAP Maj. Johnnie Adkins Pantanelli coordinated the training. The scouts all earned merit badges through the training.

During a recent Connecticut Wing awards ceremony, the Stratford Eagles Comp. Sq. won four awards—Outstanding Commander, Outstanding Squadron, Outstanding Senior and Chaplain Award... The Nassau Comp. Sq. held its annual Cadet Sweetheart Ball recently. Turnout was excellent and all units of the Nassau Group were represented. Cadets Charles Jackson and Sharon Krohn were named "Sweethearts of 1978."

Members of the New Castle Comp. Sq. 702 (Pennsylvania Wing) assisted recently with an air show at New Castle Airport. The cadets helped visitors with parking, kept runways cleared and assisted people getting on and off small aircraft... SM Peggy A. Danielis, cadet program officer with the Nassau Cadet Sq. 6 (New York Wing) spent two weeks on active duty recently with the 34th Medical Services Sq. at Travis AFB, Calif. She has been a CAP member for seven years.



**SPAATZ AWARD**—Cadet Mark G. Schoonmaker, left, accepts Gen. Carl A. Spaatz Award from Brig. Gen. John H. Bennett, commander of the 86th Tactical Fighter Wing at Ramstein AB, Germany. The cadet, son of Dr. and Mrs. Herbert Schoonmake, is one of the first cadets in Europe to complete the Spaatz exam. He is a student at Kaiserlautern American High School. (USAF Photo)

# Two Regions Stage Chaplain Meetings

## Northeast Region Conference

WEYMOUTH, Mass. — The annual Northeast Region Chaplains Training Conference was held recently here at the South Weymouth Naval Air Station.

Theme of the conference was "Spirituality." Sr. Michaeline Woomey, SSJ, set the theme by speaking on the modern charismatic movement. His topic was "Gifts of the Spirit."

Humerto Cardinal Medeiros closed out the subject by speaking at the banquet which ended the three-day meeting. His topic was "Spirituality in the Chaplaincy."

Other topics heard at the conference included: "Moral Leadership in the Squadron."

"SAR (Great Blizzard of 1978) and the Chaplaincy," "Squadron and Wing Chaplains and Communications," "Spirituality and Personhood," "Leadership and the Chaplain," and "Use of CAP-VA Aids in the Squadron."

Chaplains (Majs.) Francis J. Crowley and Raymond F. Valle of the Massachusetts Wing were sponsors of the conference. Others present included the national chaplain, Air Force Ch. (Col.) Robert D. Beckley; and Ch. (Lt. Col.) Harry J.P. Himmelberger, Northeast Region chaplain. Some 65 CAP chaplains, friends of CAP and guests attended the working sessions of the conference.

## North Central Region Conference

OFFUTT AFB, Neb. — The North Central Region held its annual Chaplains Conference at the Offutt Strategic Air Command (SAC) Chapel recently.

Nebraska Wing Chaplain (Maj.) Wilfred H. Henning and Air Force Chaplain (Col.) Wayne S. Madden hosted the event.

This conference, one of eight held in the United States each year, is designed as a moral leadership workshop and cadet leadership laboratory for CAP squadrons from the seven-state North Central Region.



PRESENTATION — Gen. Balaguer presents Spaatz Award to Cadet Rivera. National Guardsman in background is unidentified.

## Gen. Balaguer Figures In Award Presentation

Story and Photo By  
MAJ. ERNESTO CORTES

Puerto Rico Wing  
SAN JUAN, P.R. — Brig. Gen. Juan Balaguer, USANG, acting adjutant general for the Puerto Rico National Guard, presented the Gen. Carl A. Spaatz Award recently to Cadet Awilda I. Rivera, a member of the Col. Clara E. Livingston Cadet Sq.

The presentation was made at a colorful ceremony at Puerto Rico National Guard headquarters. Also present were Gen.

Roberto Vargas, USAFNG; Col. Rodolfo Criscuolo, Puerto Rico Wing commander; and Capt. Nancy Melemdez, Awilda's squadron commander.

Cadet Rivera is the daughter of Mr. and Mrs. Angel L. Rivera and Gladys Ortiz. She has been affiliated with Civil Air Patrol since 1973. Graduated from the University of Puerto Rico in Science and Biology, she will continue her studies at the Puerto Rico Medical School. While at the university, she took 2½ years of Air Force ROTC.



AIRCRAFT MODIFICATION — Capt. Marvin Hoppenworth, Cedar Rapids Sr. Sq. (Iowa Wing), inspects a public address-siren speaker installation on an aircraft flown by his squadron. With a gross weight improvement kit, additional radio equipment and gear, such as the speaker system, which Hoppenworth designed, can be safely added. (Photo by Capt. Gene Kellogg)

## Modification on 'Birddog' Aids Mission Capabilities

By MIKE DEUPREE  
Cedar Rapids Gazette

CEDAR RAPIDS, Iowa — Squadrons looking for ways to expand the mission capabilities of the venerable Cessna 305A may want to take a look at the two being flown by the Cedar Rapids Sr. Sq.

The squadron is currently completing its third year of successful operations with aircraft certified for gross weights of 2,300 pounds, a 200-pound increase over the original configuration.

The additional load-carrying potential permits the squadron to equip its "Birddogs" with a full range of radio gear. The penalty in slightly reduced red-line speeds doesn't affect normal operations of the aircraft.

The modifications were made possible by a kit which provides additional oil cooling in the aircraft's 213-horsepower engine. However, it took some cold Iowa winter days and some investigative work by Capt. Marvin Hoppenworth, squadron maintenance officer, to solve a problem that had confronted some other 305A conversion attempts.

The trouble was oil radiator ruptures, particularly in cold weather when the oil was thick. "A lot of people who put that kit on had troubles with it, took it off and that's where it stayed," he said.

Hoppenworth, an inspector for Rockwell International's Collins Radio Division in Cedar Rapids, discovered that, through error in the original oil routing, a spring-loaded relief valve wasn't able to function because the oil flow was reverse to what it should be in regards to proper operation of the thermostatic oil temperature control and the oil radiator.

He notified the maker of the kit

who suggested he talk to the Federal Aviation Administration. A re-routing of the oil flow was approved and the kit has since been changed.

The Cedar Rapids Squadron puts about 120 hours a year on each 305A and has had no further

problems with the modification, which costs about \$100 and takes about one and one-half hours to complete.

For his mechanical sleuthing, Hoppenworth won second place in the Iowa Aviation Mechanics Safety Program awards.

## CADET AWARDS

### Earhart Awards — May 1978

Eddie K. Stamper	01034	Frank L. Fazzalari	20038	Bryan W. Cooper	38016
Chuck D. Withalm	05108	Alan P. Dickinson	20145	Bryan A. Burt	42085
David P. Rizzio	08010	William L. Bovatsek	22044	Christopher B. Griggs	42027
Jonathan E. Tyson	08089	Earl W. Barrett	25063	Jan M. Giesar	46068
Robert S. Hatton	08089	Carl C. Norman	31135	Terry L.C. Stotler	47020
Nancy A. Lee	08159	Edward C. Wallace	31153	Kenneth E. Mumford	51028
Amavry Murgado	08160	Brian D. Crouse	31227	Ismael Ruiz	52022
David L. Merritt	08309	Timothy B. Brown	32019	Alberto Velazquez	52022
J. L. Christiano	10097	Hugh W. Carter	32111	Norberto Burgos	52022
William N. Drury IV	11189	Karole M. Cellucci	37018	Ada M. Esquibel	52062
James W. Schroeder	11254	Charles R. Hair	37049	Farah M. Rivera	52062
James R. Hall	15052	Andrew K. Worek	37102	Xavier Cruz	52105
Frank R. Martell	19012	Mark L. Majikas	37197	Jose A. Molinary	52105

### Mitchell Awards — May 1978

James L. Vest	01093	Karen J. Duff	24012	Eric D. Lynch	44005
Mark C. Brown	01100	Richard J. Moon	25002	Joseph A. Florino	45122
Richard M. Schultz	04123	Tom P. Hebb	27052	Michael K. Goodwin	45122
Steven T. Bailey	04214	Albert G. Maxfield	29037	Scott E. Willis	46062
David L. Levis	04214	C.N. Thompson, III	29016	Raymond J. Draneck, Jr.	48004
Gary L. Hopper	04333	Patrick J. Livingston	30033	Michael S. Bolles	49037
Edward Y. Rimmer	04371	Jeffrey J. Johnson	31070	David J. Gunkel	49048
David A. Lettichos	05015	Timothy E. Flood	31072	Ervin G. Scheets, Jr.	49048
Michael H. Ring	05030	Marty C. Houde	31135	Stephen P. Lieske	48150
Anton Eret, Jr.	05066	Miguel A. Valenzuela	31147	Diane E. Barve	51043
Thomas A. Shaw, Jr.	05145	Ismael Jusino, Jr.	31224	Marcelo E. Emeric	52006
Keith A. Shomper	05148	John J. Finnan	31288	Lydia Santiago	52022
Kevin M. Delgobbo	06062	Leon B. Abbey	31320	Jose Rios	52061
Valerie A. Elener	07004	Blanche B. Godwin	32048	Lugo Roberto	52061
James R. Osborne	07007	Andrew E. Sizemore	32048	Victor M. Roldan	52071
Glen J. Buckley	08049	C.M. Bucholtz	34038	George Morales	52071
Matthew P. Marano	08096	Sandra L. Martel	34153	Victor Vazquez	52087
Russell C. Hawkins	08128	Thomas W. Harter	34156	Rodolfo Vazquez	52087
Edward Prince, Jr.	09002	Stephen J. Jetton	34219	Alfred Rivera	52087
Kris A. Feldman	10015	Melanie R. Zier	35091	Edwin Colon	52091
Greg D. Oliver	10049	Mike S. Adolf	36016	Santiago Ortiz	52091
John S. Neuberger	10085	Mark C. Lestic	36055	Alfred Fortis	52105
William T. Ferguson	11205	Richard C. Yingling	37011	Maria L. Cotto	52105
Dale M. Marckess	11211	Forrest M. Williams	37048	Salcedo G. Reyes	52105
William L. Sales	12132	Charles W. Coleman	37065	Reinaldo Rios	52105
John K. Weiss	14052	Arnold D. Duck	37256	Victor A. Martinez	52105
Brian E. Larochele	18021	James D. Wilcox	37260	Peter D. Ramos	52105
Leroy J. Holt, Jr.	18021	Curtis G. Culver	37269	Rigoberto C. Rivera	52105
John T. Doherty	19006	Charles A. Redenbaugh	37269	Richard D. Abraham	52105
Frank R. Brindisi, Jr.	19007	Michael S. Omara	37269	Estrada A. Rodriguez	52105
Ronald J. Werner	20009	Tris J. Barry	38003	Luis I. Lugo	52105
John E. Nederhoed	20009	Kenneth P. Daniel	38035	Salcedo G. Reyes	52105
Donald G. Bernardi	20038	Timothy O. Vickery	39074	Reinaldo Rios	52105
Robert C. Hazey	20206	James A. Wehrer	40050	Victor A. Martinez	52105
William K. Grosshoeime	21015	Susan K. Becht	40052	Crespo H. Diaz	52105
Neil P. Davidson	21016	Bobby G. Moore	41056	Santiago D. A. Reyes	52105
Robert L. Martin II	22071	Yates W. Harrell	42010	Torres V. Lopez	52105
Richard E.C. Ripper	23036	John A. Kopaz	43027	Juan P. Giraudy	52105
				Jose A. Torres	52126

# Coordinate Visit To Air Museum, Wright-Pat AFB

WRIGHT-PATTERSON AFB, Ohio — Is your CAP squadron planning a trip to this base? If so, you are urged to coordinate these visits with the base ahead of time to avoid unnecessary delays and disappointments.

This base is one of the most frequently visited in the Air Force, primarily because it is the location of the U.S. Air Force Museum.

Hardly a weekend passes without at least one CAP unit visiting Wright-Pat and the Museum. The base welcomes these visitors and is most successful in providing quarters, messing and transportation facilities.

However, this success is almost totally dependent upon prior notice and coordination with the Office of Information at the base.

The Information Office has been experiencing some difficulties with CAP units which show up unannounced or, in some cases, with units which have prior coordination but then fail to adhere to the agreement.

For example, recently a CAP unit had prior arrangements with the Wright-Patterson Information Office and had agreed to fur-

nish their own quarters and transportation.

However, due to a late aircraft, the visitors arrived at the base late enough so that their off-base motel reservations had already been cancelled and their own provision for transportation never materialized.

The base was in a quandary and the impact on quarters and transportation was such that it reached the wing commander's level.

Wright-Pat can often furnish you with a bus for transportation on weekends but it cannot provide you with drivers. The base motor pool uses civilian employees and the weekend overtime rate for these drivers is out of the question.

So, if your squadron is planning a visit to Wright-Pat and the Air Force Museum, coordinate the trip with your wing liaison officer. And appoint a responsible and knowledgeable trip project officer as a point of contact with the LO once the trip is under way.

Then stick to the arrangements you make. You can avoid many delays and disappointments if you do.

## Pre-Registration Urged For Phoenix Meeting

MAXWELL AFB, Ala. — CAP members planning to attend the 1978 National Board meeting Sept. 7-10 in Phoenix, Ariz., are being urged to pre-register for activities there. Printed below is a coupon for this purpose.

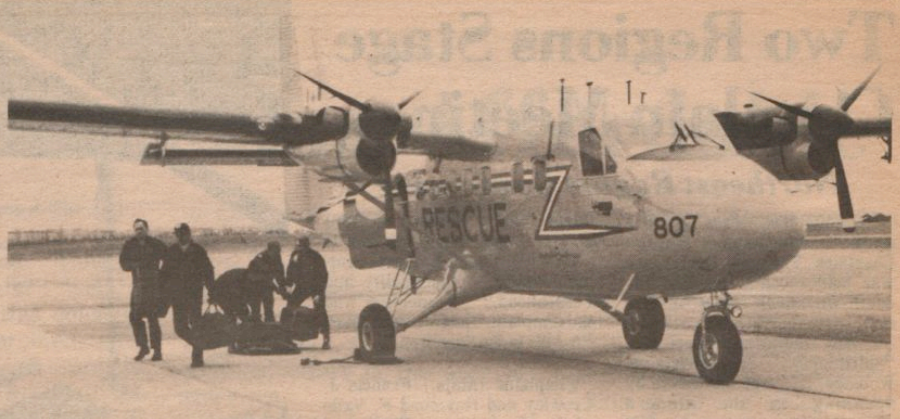
Although pre-registration is not required, contrary to a statement in the May issue of Civil Air Patrol News, those attending the annual event can save time by doing so, since a separate desk will be set up at the hotel to allow them to by-pass normal registration.

Personnel should pre-register only if they are sure they will attend. The registration cost is \$19 per person which includes the

cost of the banquet. This pre-registration is only for CAP activities and does not include a reservation at the hotel.

Those who pre-register but are unable to attend may receive refunds for the \$19 fee if they notify National Headquarters not later than Aug. 30. Pre-registrants who fail to notify National Headquarters by this deadline can receive a refund if they do not attend, but a \$5 handling fee will be charged.

The pre-registration forms are due at National Headquarters no later than Aug. 25. Mail this coupon with fee to HQ, CAP-USA/AC, Maxwell AFB, Ala. 36112. Do NOT mail this form to the hotel in Phoenix.



**CANADIAN VISITORS** — Canadian Forces search and rescue crew prepares to demonstrate techniques they use on aerial search missions for the benefit of North Dakota Wing members. They were on a visit to that wing at the time. The plane they use, the "Otter," is pictured above.

## Command Observing Anniversary

RANDOLPH AFB, Tex. — The Air Training Command (ATC), of which HQ, CAP-USA/AC is now a sub-unit, is observing its 35th anniversary this year.

Since its formation on July 7, 1943, as the Army Air Force's Training Command, more than 10 million men and women have participated in ATC's programs which include military, technical, medical and flying training.

In May, ATC assumed control of Air University at Maxwell AFB, Ala., and with it HQ, CAP-USA/AC. (See story elsewhere in this issue.) The command now includes 14 bases, 85 training units and 150 Reserve Officers Training Corps detachments.

ATC is also in charge of Air Force recruiting, the Extension Course Institute, the Air Force Institute of Technology and the Community College of the Air Force. The college was given degree-granting authority in April 1977. It has awarded 2,524 associate in applied science degrees to enlisted members throughout the Air Force.

ATC has more than 121,000 personnel. Including its aircraft, other equipment, real estate and facilities, the command manages \$2.1 million in assets. (AFNS)

## Scholarship Winners

Following is a complete listing of all winners of CAP academic scholarships and grants for 1978, with alternates listed last.

### Graduate

SM Christine O. McKannon, California Wing Hq., \$1,500.  
SM Linda J. Wilson, Colorado Wing Hq., \$1,500.

### Engineering

Cadet Christopher A. Coleman, Brandywine Cdt. Sq. (Delaware), \$1,000.  
Cadet Eric G. Hook, Sierra-Reno Cdt. Sq. (Nevada), \$1,000.  
Cadet Ronald R. Reimer, Weir Cook Cdt. Sq. (Indiana), \$1,000.  
Cadet Michael J. Rekoske, 623 Wisc. Cdt. Sq. (Wisconsin), \$1,000.  
Cadet Thurman H. Robertson, Roebuck Cdt. Sq. (Alabama), \$1,000.  
Cadet Margaret R. Simmons, Lincoln Cdt. Sq. (Nebraska), \$1,000.  
Cadet Brian P. Bristol, SD St Paul Comp. Sq. (Minnesota), \$750.  
Cadet Michael J. Caylor, So Bend Comp. Sq. (Indiana), \$750.  
Cadet John A. Maguire, Homewood-Flossmoor Comp. Sq. (Illinois), \$750.  
Cadet James M. Ruley, Springfield Comp. Sq. 102 (Ohio), \$750.  
Cadet Joel Signorelli, Downers Grove Comp. Sq. (Illinois), \$750.  
Cadet Michael J. Wolfe, Garfield Ridge Comp. Sq. (Illinois), \$750.  
Cadet Bruce L. Roy, 103rd Comp. Sq. (Louisiana), \$500.  
Cadet James R. Biel, Monticello Comp. Sq. (Virginia), \$500.  
Cadet Dennis D. Kaip, Rochester Cdt. Sq. (Michigan), \$500.  
Cadet John V. Kelley, Gulfport Cdt. Sq. (Florida), \$500.  
Cadet Robert H. Nichols, Blue Ridge Comp. Sq. (Virginia), \$500.  
Cadet Bruce L. Roy, 103rd Comp. Sq. (Connecticut), \$500.  
Cadet David L. Smith, Mather Cdt. Sq. 14 (California), \$500.  
Cadet Douglas W. Stout, Bay City Cdt. Sq. (Michigan), \$500.  
Cadet Dwight D. Thibodeaux, Apollo Cdt. Sq. (Louisiana), \$500.  
Cadet Robert J. Thomas, Wheeling Cdt. Flt. (Illinois), \$500.  
Cadet Eric D. Werling, Missoula Comp. Sq. (Montana), \$500.  
Cadet George F. Williams, So. Bend Comp. Sq. (Indiana), \$500.

### Education

Cadet Debra K. Dundas, Mankato Comp. Sq. (Minnesota), \$500.  
Cadet Janet M. Jones, Mon Valley Cdt. 606 (Pennsylvania), \$500.

### Science

Cadet Pamela E. Feyman, Golden Triangle Comp. Sq. (Mississippi), \$1,000.  
Cadet Linda S. Bangert, Springfield Comp. Sq. (Missouri), \$750.  
Cadet Patrick B. Houghton, Brandywine Cdt. Sq. (Delaware), \$750.  
Cadet Victoria G. Laidler, Woonsocket Comp. Sq. (Rhode Island), \$750.  
Cadet Walter H. Leach, Raleigh-Wake Comp. Sq. (North Carolina), \$750.  
Cadet Donald R. Powell, Raleigh-Wake Comp. Sq. (North Carolina), \$750.  
Cadet Robert P. Royer, JP McConnell Cdt. Sq. (California), \$750.  
Cadet Patricia L. Seim, West Richmond Cdt. Sq. (Virginia), \$750.  
Cadet Paul F. Skopowski, Brandywine Cdt. Sq. (Delaware), \$750.  
Cadet Joseph D. Brown, Bartlesville Comp. Sq. (Oklahoma), \$500.  
Cadet Jeffery C. Cohen, York Comp. Sq. (Pennsylvania), \$500.  
Cadet Robert J. Haddick, Downers Grove Cdt. Sq. (Illinois), \$500.  
Cadet Kim L. Joyner, Douglas Cdt. Sq. 99 (California), \$500.  
Cadet Blaise S. Mo, Idaho Cdt. Sq. 102 (Idaho), \$500.

### Humanities

Cadet Robert A. Powell, Raleigh Wake Comp. Sq. (North Carolina), \$500.  
SM Darlene E. Rak, Plainville Cdt. Sq. (Connecticut), \$500.  
Cadet Esther C. Rolando, Shattuck Comp. Sq. (Michigan), \$500.

### Casaday-Elmore Grant

SM Charles Larry Stiles, Boon County, (Kentucky), \$500.

### Technical-Vocational

Cadet William E. Carlson, Wild River Comp. Sq. (Wisconsin), \$500.  
Cadet Richard M. Wojciechowski Jr., Milwaukee Comp. Sq. No. 5 (Wisconsin), \$500.

### Order of Daedalus Flight Scholarship

Cadet Mark R. Killian, Oklahoma City Cdt. Sq. No. 2 (Oklahoma), \$1,000.  
Cadet Kenneth C. Wright, Mahlon Sweet Comp. Sq. (Oregon), \$1,000.

Recognizing that unforeseen circumstances occasionally make it necessary for scholarship-grant winners to decline their awards, the following alternates were selected to receive an award should one or more of the winners be unable to accept:

SM Gary K. Lorimore, Corvallis Comp. (Oregon).  
Cadet Karen S. Harnagel, Hustler Comp. (Texas).  
Cadet Kathleen R. Husick, Pershing Comp. (Illinois).  
Cadet Michael J. Burke, Bayshore Comp. Sq. (New Jersey).  
Cadet Charles R. Hair, Cdt. Sq. 102, (Pennsylvania).  
Cadet Katherine N. Near, Evansville Comp. (Indiana).  
Cadet Kurt A. Wallace, Monroeville Cdt. Sq. 604 (Pennsylvania).

Scholarship renewals are as follows:

Douglas G. Hancher, Walter R. Agee, Engineering (\$1,000).  
SM Linda Webster, CAP Humanities (\$750).  
Timothy J. Clery, Brig. Gen. W.C. Whelen Science (\$500).  
Lorry M. Fenner, CAP Humanities (\$500).  
Craig C. Harbuck, Col. James T. Granbery Science (\$500).  
Kathryn L. Hower, Dr. Harold E. Mehrens Science (\$500).  
Deborah L. Kristof, CAP National Board Chairman Science (\$500).  
Timothy K. Rader, Donald K. Slayton Engineering (\$500).

## SHARE IT!

Getting an extra  
Civil Air Patrol  
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Pass it along to  
a non-member to read!

## CAP National Board Meeting — 1978

### PRE-REGISTRATION FORM

Enclosed is \$\_\_\_\_\_ for \_\_\_\_\_ registrations at \$19.00 each\*

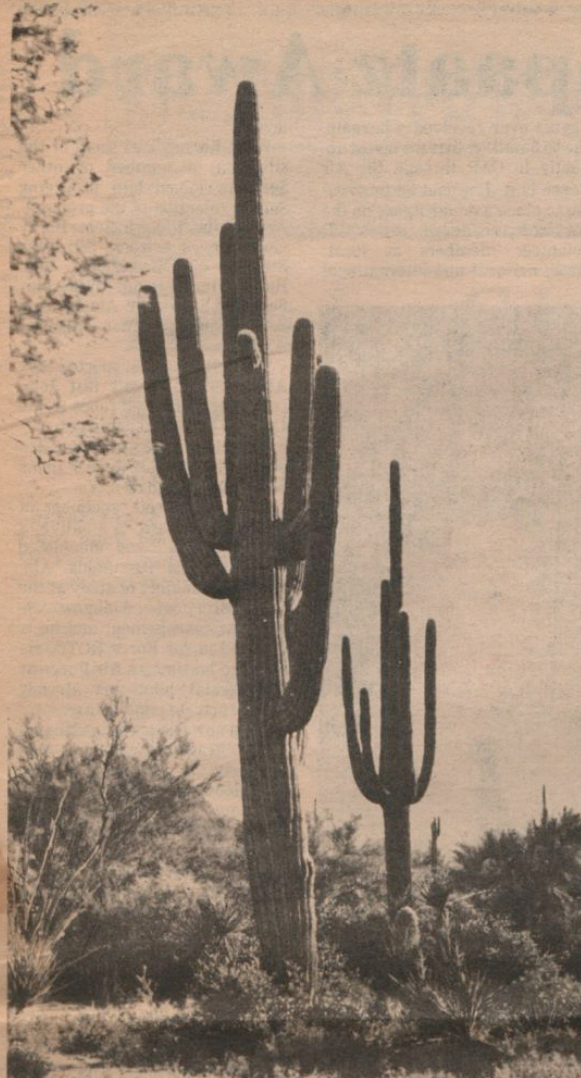
Name \_\_\_\_\_ Rank \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Wing \_\_\_\_\_

Check One:  
USAF \_\_\_\_\_  
CAP \_\_\_\_\_  
Other \_\_\_\_\_

Please make check payable to "National Headquarters CAP" and mail to HQ, CAP-USA/AC, Maxwell AFB, Ala. 36112. (Do NOT mail this form to the hotel in Phoenix.)

(Checks and pre-registration form must be received by HQ CAP USA/AC no later than Aug. 25, 1978)

\* If registration is being made for more than one person, please include names and ranks of all individuals.



ARIZONA DESERT SCENE



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Civil Air Patrol

# National Board Meeting '78

## Phoenix, Ariz.—Sept. 8-9

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- Senior Training Seminar
- Operations/Safety Committee Meeting
- Information Seminar
- Supply Depot Display
- Bookstore Display
- Cadet Program Seminar

## CAP NATIONAL BOARD 8 - 9 SEPTEMBER 1978

Please reserve accommodations at the Hyatt Regency Phoenix for:

NAME: \_\_\_\_\_  
Last Middle First

ORGANIZATION: \_\_\_\_\_

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CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

ARRIVAL DATE \_\_\_\_\_ HOUR \_\_\_\_\_ m.

DEPARTURE DATE \_\_\_\_\_ HOUR \_\_\_\_\_ m.  
(Check-out time 1:00 p.m. Check-in time 3:00 p.m.)

NOTE: Reservations must be received **14** days prior to opening date of conference, after which reservations will be accepted on a space available basis. A deposit of one night's rate is required to guarantee reservations for arrival after 6 p.m. Please telephone for late changes. (602) 257-1110.

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SUITE ACCOMMODATIONS: All Suites subject to confirmation.			
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For double occupancy: Name of second party

# Sen. Allen Presents Spaatz Award

TUSCALOOSA, Ala. — In one of his last official acts as U.S. Senator, James B. Allen of Alabama presented CAP's Gen. Carl A. Spaatz Award Saturday, May 27, to Cadet Mark Stockwell, 20, a student at the University of Alabama.

Sen. Allen, a champion of Civil Air Patrol and one of its best friends in the U.S. Congress, died unexpectedly less than a week later while on a brief vacation.

Known as a believer in fiscal responsibility, Sen. Allen was the prime mover last year in getting the U.S. Senate to restore to the Defense Department budget funds used in support of Civil Air Patrol.

The money, which had been eliminated from the recommended budget by Senate committee action, is used to fund Headquarters CAP-USAF, the Air Force liaison organization which provides a staff at CAP National Headquarters at Maxwell AFB, Ala., and which supplies liaison personnel in CAP's eight regions and 52 wings.

The original proposal, if it had become law, would have effectively eliminated Air Force personnel at CAP National Headquarters. The only support in personnel which would have been provided to CAP under the measure would have been one liaison person per state or a total of 50.

Since the Puerto Rico and National Capital Wings are not located in states, presumably no liaison personnel would have been provided in those wings.

The proposal was adopted by

the Senate Appropriations Committee, but when Sen. Allen learned of the move to eliminate the funds, he went to work to have the measure overturned in a full Senate vote. He enlisted the aid of other Senators and wrote a personal letter to each of his

colleagues, urging support for Civil Air Patrol. Part of what he said in his letter is as follows:

"It goes without saying that we, as members of the Senate, share a great mutual concern about national fiscal responsibilities. However, if the tax-

payers ever received a bargain, the \$5.5 million that we invest annually in CAP through the Air Force is it. It would be impossible to place a dollar figure on the services rendered by CAP volunteer members at local, state, national and international

levels."

When he apprised them of the situation, a number of other Senators joined him in urging Senate rejection of the proposal. Among them were Sen. Barry Goldwater of Arizona; Sen. John Stennis of Mississippi; Sen. Hubert Humphrey of Minnesota; Sen. Ted Stevens of Alaska; and Sen. John Sparkman, also of Alabama.

The full Senate supported Sen. Allen and, in a vote last July, restored the deleted funds to the Defense Department budget.

Funeral services for Sen. Allen were held Tuesday, June 6, in his hometown of Gadsden, Ala.

Cadet Stockwell, recipient of the Spaatz Award, is a native of Sheffield, Ala., and completed high school in Tusculumbia, Ala. His major subject of study at the University of Alabama is business management and he is enrolled in Air Force ROTC. He hopes to become an Air Force or commercial pilot and already holds a private pilot license.

He is now assigned to Alabama Wing headquarters but was formerly a member of the Tuscaloosa Comp. Sq. He visited Germany in 1976 as a participant in the International Air Cadet Exchange.

Other dignitaries present for the ceremony included Sen. John Sparkman of Alabama; Air Force Brig. Gen. Paul E. Gardner, CAP executive director and commander of HQ CAP-USAF; Col. Lee H. McCormack, Southeast Region commander; Col. Duke Bradford, Alabama Wing commander; and Lt. Col. Norbert Chabannes, Tuscaloosa Comp. Sq. commander.



**AWARD FROM SENATOR** — Cadet Mark Stockwell, right, of the Alabama Wing, accepts the Spaatz Award from the late Sen. James B. Allen of Alabama.

## Committee Approves New Plastic Nameplate

MAXWELL AFB, Ala. — CAP's Uniform committee has approved a new type nameplate for wear on Civil Air Patrol uniforms, according to a recent announcement here.

The new type nameplate is for wear only on the shirt or over-

blouse when worn as an outer-garment. The present CAP badge and nameplate with crest will continue to be worn on the blue coat (Combination 1 for male members and Combinations A and C for female members).

The new nameplate is blue in

color, with the words "Civil Air Patrol" and "United States Auxiliary" inscribed thereon as the first two lines. The last name only of the individual will be inscribed in one-fourth inch block letters centered directly below the inscriptions described above.

The new nameplate will be available through the Bookstore as of July 1, 1978. Plates may be ordered in one of three ways:

- Individual orders requiring the engraving of name.
- Bulk orders (10 or more) requiring engraving of names.
- Bulk orders (10 or more) not requiring engraving of names. (Names to be engraved by purchaser.)

Individuals or organizations wishing to order in bulk and have their own engraving done should order Cat. No. 599L at \$1.00 each. Minimum bulk order is 10 each. Orders for more than one but less than 10 shall be considered individual orders.

It is expected that, at the outset, the demand for this new item will be high. After much study, the Bookstore has established the following priorities for order-processing:

- First priority: Bulk orders where no engraving is required.
- Second priority: Bulk orders requiring engraving.
- Third priority: Individual orders.

This priority system has been

instituted to cover only the initial phase. It is hoped that, after two or three months, the Bookstore will be back on a one-day basis for this item. In the meantime, the Bookstore has contracted with several individual local con-

cerns to assist in the processing of orders for this item and expects a delay of only three to five days at most to fill any individual order. The Bookstore will continue to provide the fastest service possible.

## New 'Convertible' Shirt Adopted for CAP Wear

MAXWELL AFB, Ala. — Civil Air Patrol's National Uniform Committee, meeting here recently, determined that CAP would adopt a new type short-sleeve shirt. In addition, a new three-line plastic nameplate was adopted. (See story and photos on this page.)

The shirt is a new short-sleeve epaulet shirt which has a "convertible" collar, meaning that it can be worn open at the neck or with a tie.

This shirt will eventually replace the light blue AF Shade 1550 summer shirt. The sleeves on the currently authorized long-sleeve epaulet shirt cannot be shortened since the collar of the new shirt is completely different.

It is expected that the new shirt will not be available before the end of this year. An announcement will be made later when it is available.

The committee also modified

the criteria for "Find" Ribbons to eliminate awarding the ribbon for "routine" ELT finds. This will be reflected in an upcoming change to CAPR 39-3.

The committee also discussed the new subdued cloth insignia (dark blue on olive-green background) recently adopted by the Air Force to wear on fatigues. It was determined not to adopt this new insignia for CAP at this time.

A lightweight, dark blue, long-sleeve, turtle-neck shirt was adopted for wear under the CAP jumpsuit when weather conditions dictate. This shirt will be of commercial design and will not be stocked in the Bookstore.

A proposal to change the observer wings to make them more distinctive from the pilot wings was disapproved since a similar proposal was recently turned down by the Air Force Permanent Uniform Board.



**NEW NAMEPLATE** — Brig. Gen. Thomas C. Casaday, left, CAP national commander, checks new nameplate worn by Col. Louisa Morse, Middle East Region commander. Occasion was the June 3 meeting at Maxwell AFB, Ala., of the National Executive Committee. Below: A sample of the new nameplate shown approximately full size.

CIVIL AIR PATROL  
UNITED STATES AIR FORCE AUXILIARY  
**CASADAY**